



# **SAN FRANCISCO BAY AREA TOLL BRIDGE REPORT**

**FY 2004-05**



METROPOLITAN  
TRANSPORTATION  
COMMISSION

**BAY AREA  
TOLL AUTHORITY**

**FEBRUARY 2005**

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*Cover Photos (clockwise from top) Richmond-San Rafael Bridge retrofit, Benicia-Martinez Bridge construction, San Mateo-Hayward Bridge widening by John Huesby, Caltrans; and Carquinez bicycle/pedestrian path by Bill Hall, Caltrans*

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## **BAY AREA TOLL AUTHORITY**

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**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

**V**OTERS' APPROVAL OF REGIONAL MEASURE 2 (RM 2) IN MARCH 2004 KICKED OFF THE BIGGEST EXPANSION OF THE BAY AREA TOLL AUTHORITY'S RESPONSIBILITIES SINCE BATA WAS FOUNDED IN 1998. Already charged with financing one of the biggest bridge construction programs in California since the 1930s, BATA is now responsible for administering a comprehensive package of transit, highway expansion and safety improvements in the region's transbay corridors.

With a \$1 toll increase that went into effect July 1, 2004, on the Bay Area's seven state-owned toll bridges, RM 2 is expected to generate \$125 million annually to implement the Regional Traffic Relief Plan. The plan uses RM 2 toll proceeds to ease key freeway bottlenecks; deliver new rail, express bus and ferry projects; strengthen seismic safety of the transbay BART tube; redevelop San Francisco's Transbay Terminal; implement the TransLink® transit-fare smart card system; and make a host of other improvements.

In early 2004, BATA assumed responsibility for managing the FasTrak™ customer service center previously operated by Caltrans for the seven state-owned toll bridges, and quickly instituted several changes to increase electronic toll collection. Thanks to a temporary \$1 toll discount for FasTrak™ users as well as aggressive marketing, online enrollment and more FasTrak™-only lanes, the number of vehicles equipped with FasTrak™ transponders has nearly doubled over the past year. BATA currently is working with the Golden Gate Bridge, Highway and Transportation District to merge the FasTrak™ customer service centers for the state-owned bridges and the Golden Gate Bridge into a single regional operation later this year.

Over the past six years, BATA has established itself as one of the most creditworthy transportation agencies in the United States. With a flexible financing plan and a series of innovative rate swaps, BATA has capitalized on historically low interest rates to surmount significant cost increases on several Regional Measure 1 (RM 1) projects, including the newly opened Alfred Zampa Memorial Bridge over the Carquinez Strait and the ongoing construction of a second Benicia-Martinez Bridge. With the October 2004 issue of \$300 million in tax-exempt revenue bonds, BATA has completed the \$1 billion RM 1 financing program it began in 2001, with a combined debt portfolio at an overall interest rate of less than 4 percent.

This annual Toll Bridge Report summarizes the accomplishments of the past fiscal year, and touches on some of next year's goals and activities. Among the milestones we expect to reach in 2004–05 are consolidation of Bay Area FasTrak™ customer service activities under BATA by the summer of 2005, the start of demolition of the 1927 Carquinez Bridge and completion of the first phase of the Richmond-San Rafael Bridge rehabilitation.

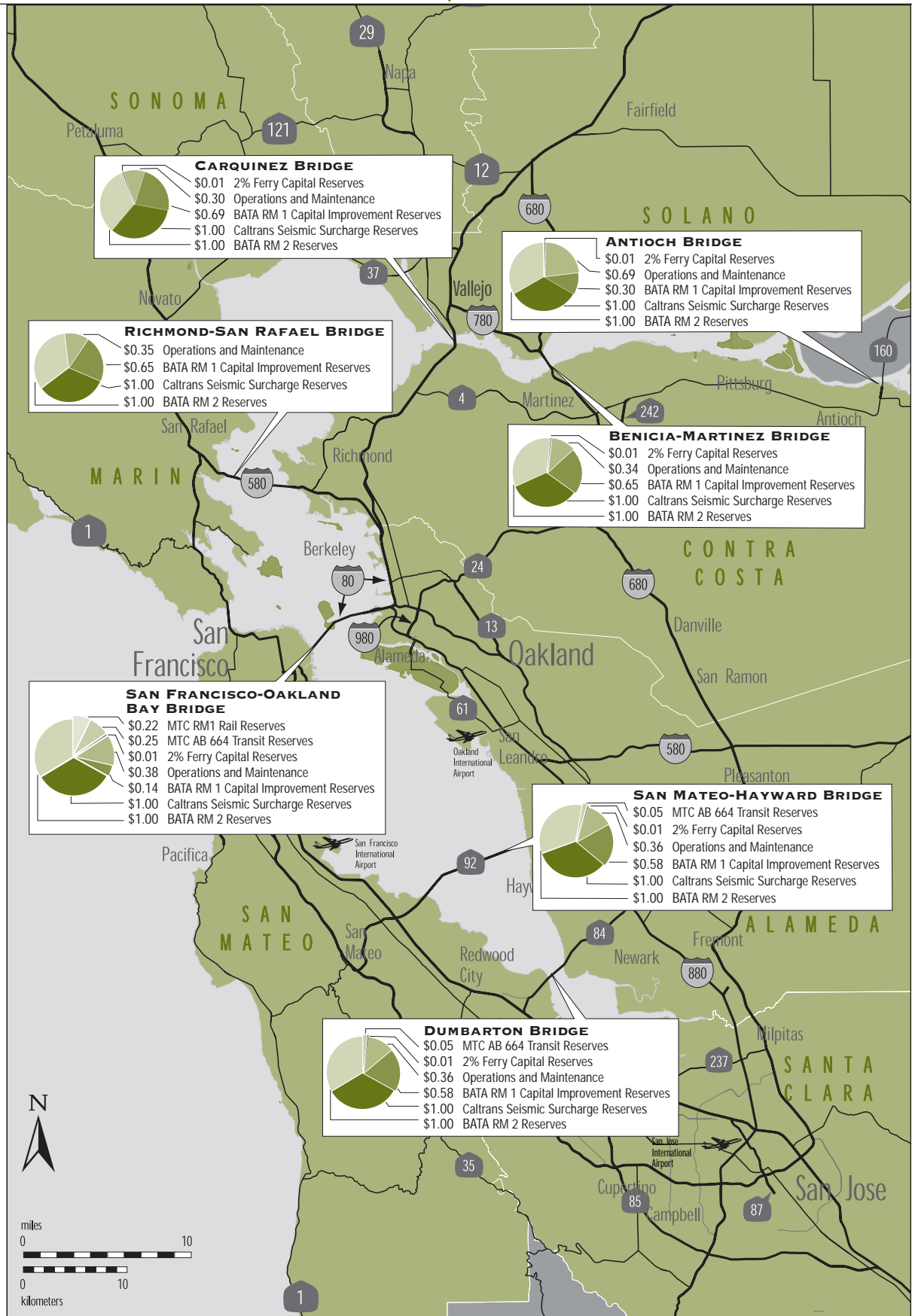


Steve Heminger



METROPOLITAN  
TRANSPORTATION  
COMMISSION

# MAP OF STATE-OWNED TOLL BRIDGES AND BREAKDOWN OF THE USE OF A TYPICAL \$3 TOLL



**GIVEN THE UNIQUE TOPOGRAPHY OF THE SAN FRANCISCO BAY AREA, BRIDGES SERVE AS ESSENTIAL LINKS IN THE REGION'S TRANSPORTATION NETWORK.**

The Metropolitan Transportation Commission (MTC) since January 1998 has doubled as the Bay Area Toll Authority (BATA), and has served as the financial administrator of the base toll revenues (excluding the \$1 seismic surcharge) generated from the seven state-owned toll bridges in the Bay Area. Together, these bridges — the Antioch, Benicia-Martinez, Carquinez, Dumbarton, Richmond-San Rafael, San Mateo-Hayward and San Francisco-Oakland Bay bridges — carry more than 130 million vehicle trips a year and generate nearly \$400 million annually in toll revenues that are entirely reinvested in the Bay Area's transportation network.

BATA is responsible for programming and allocating these revenues to the California Department of Transportation (Caltrans) for the ongoing operation and maintenance of the bridges, to MTC for regional transit projects, and for the expansion of the bridge system with the delivery of the Regional Measure 1 (RM 1) toll bridge capital improvement program. In

March 2004, BATA was empowered by Regional Measure 2 (RM 2) to assume oversight responsibilities for the programming and allocation of new toll revenues for transit and highway projects in the bridge corridors.

Caltrans continues to provide direct engineering oversight and management of the RM 1 projects, as well as day-to-day management and staffing of ongoing toll bridge operations and maintenance. Caltrans also administers the \$1 seismic surcharge collected on the bridges for the Caltrans Toll Bridge Seismic Retrofit Program.

As the Bay Area's federally mandated metropolitan planning organization — and the state-designated regional transportation planning agency — MTC continues to be responsible for transportation planning, coordination and financing for the region, and for programming and allocating federal and state money to transportation projects in the nine counties.

## HIGHLIGHTS

### 2004 HIGHLIGHTS



*Banner promoting FasTrak™*

#### ■ **LEGISLATIVE LEADERSHIP PAVES WAY FOR PASSAGE OF REGIONAL MEASURE 2**

Following the lead set by the California Legislature with its passage of Senate Bill 916 (Perata), voters in Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara and Solano counties took regional mobility issues into their own hands in March 2004 by approving Regional Measure 2, which increased tolls on the Bay Area's seven state-owned toll bridges by \$1, effective July 1, 2004. The measure is expected to raise about \$125 million annually to fund a \$1.5 billion Regional Traffic Relief Plan designed to both ease congestion and enhance the convenience and reliability of public transit operations in and around the bridge corridors.

#### ■ **NEW PEDESTRIAN/BICYCLE PATH OPENS ON CARQUINEZ BRIDGE**

Following the successful opening of the new west-bound span of the Carquinez Bridge — officially known as the Alfred Zampa Memorial Bridge — in November 2003, BATA, Caltrans and numerous partner agencies opened the pedestrian and bicycle pathway on the new bridge to the public on May 15, 2004. The new pathway closes a critical gap in the region's Bay Trail and Ridge Trail projects while providing users with stunning views of the new bridge and the bay.

#### ■ **FASTRAK™ INNOVATIONS UNDER BATA**

In early 2004, BATA assumed responsibility for the FasTrak™ customer service centers that serve the Bay Area's state-owned toll bridges and the Golden Gate Bridge. Over the next two years, BATA will work in partnership with Caltrans and the Golden Gate Bridge, Highway and Transportation District — each of which had previously operated its own individual service center — to integrate the Bay Area's FasTrak™ services in a single regional center that will save money, improve customer service and increase the number of commuters using FasTrak™ transponders. Since assuming responsibility over the centers, BATA has launched an online enrollment Website at [www.511.org](http://www.511.org), teamed with Caltrans to open additional FasTrak™-only toll lanes at the San Mateo-Hayward and Dumbarton bridges, and nearly doubled the number of active FasTrak™ users.



*Bicyclists and pedestrians enjoy the newly opened pedestrian/bicycle path along the Al Zampa Memorial (Carquinez) Bridge*

## 2004 HIGHLIGHTS

### ■ COMPLETION OF BATA'S FINANCING FOR REGIONAL MEASURE 1

BATA in October 2004 completed its final debt issue of \$300 million in Toll Bridge Revenue Bonds primarily to finance the Regional Measure 1 Toll Bridge Capital Improvement Program. This final issuance brings BATA's debt portfolio to nearly \$1 billion of both variable- and fixed-rate bonds with an "all-in" interest rate of 3.97 percent. Since issuing its first series of bonds in 2001, BATA has been able to maintain high marks for creditworthiness from the three major national bond rating services, with ratings equivalent to the strongest transportation agencies in the country.



JOHN HUESBY, CALTRANS

*Construction on the new Benicia-Martinez Bridge, an RM 1 project*

### ■ PROGRESS ON REGIONAL MEASURE 1

BATA and Caltrans continue to work together to complete the remaining Regional Measure 1 toll bridge projects. These include construction of a new Benicia-Martinez Bridge, rehabilitation of the Richmond-San Rafael Bridge, and reconstruction of the Interstate 880/State Route 92 interchange serving the San Mateo-Hayward Bridge.



JOHN HUESBY, CALTRANS

*Seismic retrofit of the Richmond-San Rafael Bridge*

JOHN HUESBY, CALTRANS



DUMBARTON BRIDGE TOLL PLAZA

## TRAFFIC AND TOLLS

BILL HALL, CALTRANS



SAN MATEO-HAYWARD BRIDGE TOLL PLAZA

## TRAFFIC AND TOLLS

**W**ith their approval of Regional Measure 2 (RM 2) in March 2004, Bay Area voters increased the base toll from \$1 to \$2 effective July 1, 2004, with the additional revenues used to fund a program of transportation improvements throughout the region. For the typical automobile, a \$3 toll is now collected — a \$2 base toll and a \$1 seismic surcharge (the complete toll schedule can be viewed on Appendix B [page 47] of this report).

Along with funding the operation of the bridges and the maintenance of toll collection facilities, BATA manages the base toll revenues to fund transportation improvements on the bridges and throughout the Bay Area as a part of the Regional Measure 1 (RM 1) Toll Bridge Capital Improvement Program and the RM 2

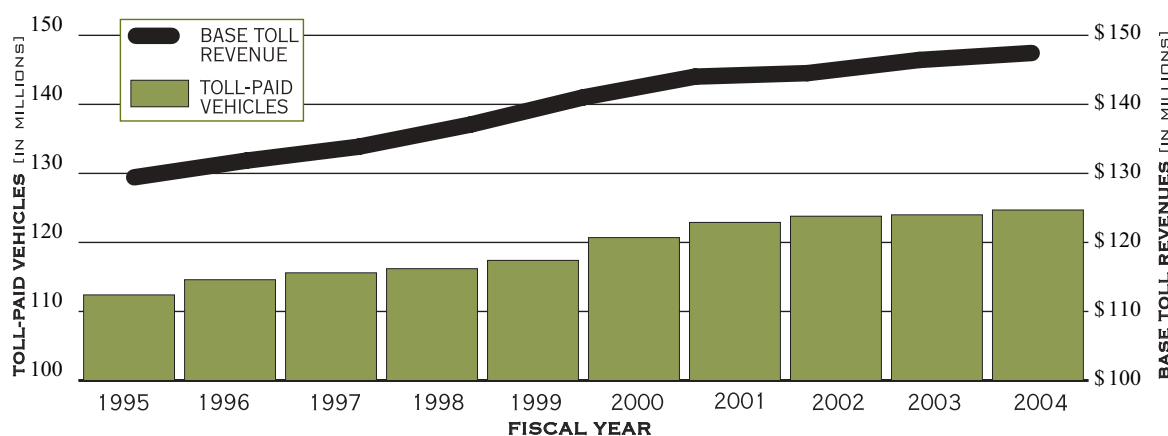
Regional Traffic Relief Plan. Revenues from the \$1 seismic surcharge are administered directly by Caltrans and are not reported on in this document. The projects included in Caltrans' Seismic Retrofit Program are summarized on page 37.

### STEADY GROWTH IN TRAFFIC

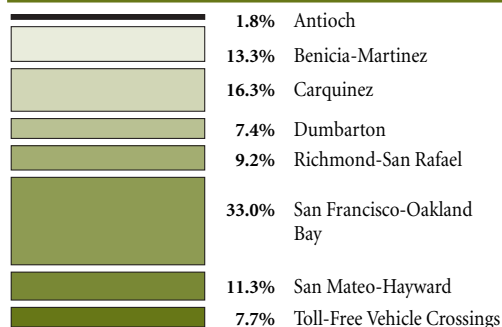
Over the past 10 years, traffic volume on the Bay Area's state-owned toll bridges has continued to experience slow but steady growth. This is attributable not only to the critical role the bridges play as a part of the region's transportation network, but also to continuing population and travel growth in the region as a whole.

Overall, the number of toll-paid vehicle crossings and the amount of toll revenues collected on the

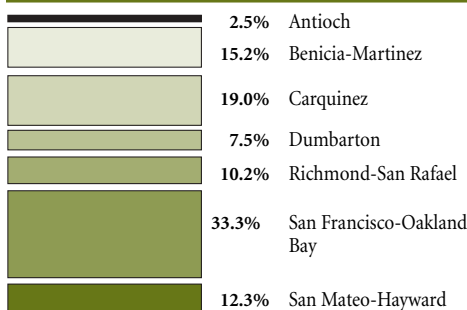
### 10-YR TRAFFIC AND BASE TOLL REVENUE\* FOR ALL STATE-OWNED TOLL BRIDGES



### VEHICLE CROSSINGS BY BRIDGE, FY 2003-04



### BASE TOLL REVENUE\* BY BRIDGE, FY 2003-04

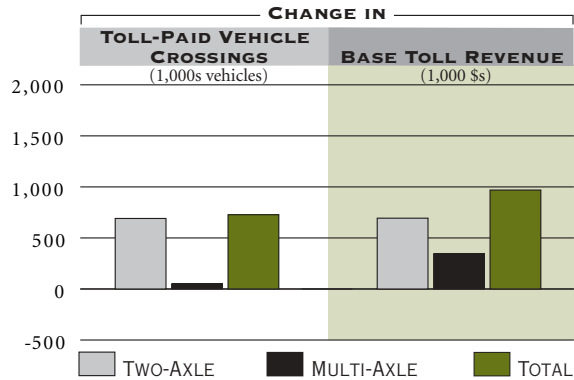


\* Excludes \$1 seismic surcharge revenues

region's state-owned bridges remained steady in FY 2003–04 compared to prior years. Both traffic and revenues increased only slightly — 0.8 percent and 0.7 percent, respectively. Taken bridge by bridge, changes in toll-paying traffic and toll revenues varied by a few percentage points both up and down. These variations can be attributed to a number of different causes, including constraints in bridge capacity, changes in truck traffic, increased usage of the FasTrak™ electronic toll collection system, different economic conditions and changes in travel patterns.

For the first time in three fiscal years, the bridges experienced an overall increase in multi-axle vehicle traffic in FY 2003–04. Because multi-axle traffic pays a higher base toll, the rate of overall revenue growth in FY 2003–04 was higher than the rate of growth in toll-paid vehicle crossings.

**CHANGE IN VEHICLE CROSSINGS & REVENUE BY VEHICLE TYPE, FY 2002–03 TO FY 2003–04**



**VEHICLE CROSSINGS AND BASE TOLL REVENUES, FY 2002–03 AND FY 2003–04**

	TOLL-PAID CROSSINGS			BASE TOLL REVENUE*		
Bridge	FY 2002–03	FY 2003–04	Percent Change	FY 2002–03	FY 2003–04	Percent Change
Antioch	2,354,103	2,477,631	5.2%	\$ 3,465,328	\$ 3,663,884	5.7%
Benicia-Martinez	17,794,558	17,987,638	1.1%	22,089,980	22,362,868	1.2%
Carquinez	21,823,764	22,053,941	1.1%	27,834,680	28,013,460	0.6%
Dumbarton	10,223,777	9,976,620	-2.4%	11,280,769	10,990,143	-2.6%
Richmond-San Rafael	12,513,519	12,398,819	-0.9%	15,112,971	15,031,225	-0.5%
San Francisco-Oakland Bay	44,995,916	44,646,387	-0.8%	49,408,440	49,008,016	-0.8%
San Mateo-Hayward	14,342,756	15,201,496	6.0%	16,912,938	18,028,276	6.6%
TOTAL	124,048,393	124,742,532	0.6%	\$146,105,106	\$147,097,872	0.7%
TOLL-FREE VEHICLE CROSSINGS (E.G., CARPOOLS, ETC.)				* Includes only \$1 base toll revenues collected through June 30, 2004. Excludes \$1 seismic surcharge revenues. Revenues from the \$1 RM 2 increase will be included in next year's report.		
TOTAL	10,083,994	10,419,632	3.3%			
ALL VEHICLE CROSSINGS						
TOTAL	134,132,387	135,162,164	0.8%			

## BUDGETS AND EXPENDITURES

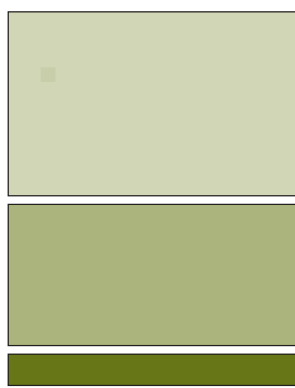
**B**ATA-administered base toll revenues are used for three primary purposes. First and foremost, they are used to reimburse Caltrans for the ongoing maintenance, operation and administration of the bridges and related toll facilities. Second, base toll revenues are used to fund capital improvements on the bridges, including the cost of any financing necessary to fund these improvements. Finally, a range of transit capital and operating projects to relieve traffic congestion in the bridge corridors is funded from the base toll.

The table on the facing page compares BATA's actual base toll funded operating expenditures for

FY 2003–04 with the FY 2004–05 base toll funded operating budget. Two major changes in this year's figures are the additional base toll revenues and expenses generated by the Regional Measure 2 toll increase and the transition of operational activities from Caltrans to BATA, including some toll accounting functions and FasTrak™ customer service operations.

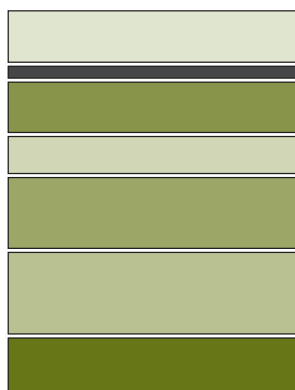
Not included in BATA's budget are state funds administered directly by Caltrans for maintenance activities on the bridges, and the \$1 seismic surcharge, which pays for the seismic retrofitting of the bridges and is collected from all toll-paying vehicles crossing the bridges.

### FY 2004–05 OPERATING BUDGET



#### REVENUES

■	51.2%	RM 1 Base Toll Revenues	\$146,448,164
■	39.3%	RM 2 Base Toll Revenues	112,443,655
■	8.7%	Interest Earnings	25,000,000
■	0.7%	Other Funds	1,920,480
TOTAL			\$285,812,299



#### EXPENSES

■	14.3%	Toll Bridge Operations, Toll Collection and Administration	\$ 40,941,274
■	3.3%	BATA Staffing , Financing, Banking, Professional Services, and Other	9,401,299
■	14.0%	RM 2 Transit Operating Transfer	40,021,303
■	10.3%	Other MTC Transfers	29,471,718
■	19.7%	RM 1 Capital Transfers	56,178,789
■	22.7%	RM 2 Capital Transfers	64,797,916
■	15.7%	Debt Service	45,000,000
TOTAL			\$285,812,299

## TRAFFIC AND TOLLS

### OPERATING EXPENDITURES AND BUDGET FOR FY 2003-04 & FY 2004-05\*

	FY 2003-04 Actual	FY 2004-05 Budget	Percent Change
<b>REVENUES</b>			
<b>TOLL REVENUES</b>			
RM 1 Base Toll Revenues	\$147,097,872	\$146,448,164	-0.4%
RM 2 Base Toll Revenues	—	112,443,655 (a)	—
Interest Earnings	11,007,091	25,000,000	127.1%
GGBH&TD Electronic Toll Collection (ETC) Reimbursement	478,047	1,920,480 (b)	301.7%
<b>TOTAL REVENUES</b>	<b>\$158,583,010</b>	<b>\$285,812,299</b>	<b>80.2%</b>
<b>EXPENSES</b>			
<b>CALTRANS OPERATIONS</b>			
Toll Collection and Operations Service	\$25,302,909	\$23,430,000	-7.4%
Toll Facility Maintenance	2,282,066	2,355,608	3.2%
Caltrans Accounting and Administration	2,483,982	1,500,000	-39.6%
Caltrans Coordination	830,848	798,663	-3.9%
<b>CALTRANS OPERATING EXPENSES</b>			
<b>SUBTOTAL</b> (excludes Caltrans ETC costs)	<b>\$30,899,805</b>	<b>\$28,084,271</b>	<b>-9.1%</b>
<b>ELECTRONIC TOLL COLLECTION (ETC)</b>			
Caltrans ETC Operations	\$8,403,409	\$3,108,003	-63.0%
BATA ETC Operations	2,095,038	8,249,000 (c)	293.7%
<b>ETC OPERATIONS SUBTOTAL</b>	<b>\$10,498,447</b>	<b>\$11,357,003</b>	<b>8.2%</b>
<b>CASH COUNTING SUBTOTAL</b>	<b>\$216,643</b>	<b>\$1,500,000 (d)</b>	<b>592.4%</b>
<b>TOLL BRIDGE ADMINISTRATION</b>			
Direct Staff, Financing, Bank Fees, Professional Services, Other	\$3,893,026	\$4,401,299	13.1%
RM 2 Election Reimbursement to Counties	—	5,000,000	—
<b>BATA ADMINISTRATION SUBTOTAL</b>	<b>\$3,893,026</b>	<b>\$9,401,299</b>	<b>141.5%</b>
<b>TRANSFERS TO MTC/SAFE</b>			
1% Administration	\$1,581,050	\$2,838,917	79.6%
Transbay Transit Terminal Maintenance	2,841,349	3,043,934	7.1%
MTC/SAFE Call Boxes Operations and Maintenance	70,000	96,878	38.4%
AB 664 Net Toll Reserves	12,225,657	12,268,857	0.4%
RM 1 Rail Reserves	10,026,011	10,258,537	2.3%
2% Net Reserves (Ferry Capital)	1,009,674	964,595	-4.5%
RM 2 Transit Operating Transfer	—	40,021,303	—
<b>MTC TRANSFERS SUBTOTAL</b>	<b>\$27,753,741</b>	<b>\$69,493,021</b>	<b>150.4%</b>
<b>RM 1 DEBT SERVICE</b>	<b>\$26,663,420</b>	<b>\$45,000,000</b>	<b>68.8%</b>
<b>TRANSFERS TO CAPITAL FUNDS (IN) OUT</b>			
BATA RM 1 Capital Transfers	\$58,657,928	\$56,178,789	-4.2%
BATA RM 2 Capital Transfers	—	64,797,916	—
<b>CAPITAL TRANSFERS SUBTOTAL</b>	<b>\$58,657,928</b>	<b>\$120,976,705</b>	<b>106.2%</b>
<b>TOTAL EXPENSES</b>	<b>\$158,583,010</b>	<b>\$285,812,299</b>	<b>80.2%</b>

\* Per BATA Resolution No. 48

Notes: (a) The \$1 toll increase from RM2 became effective July 1, 2004.

(b) GGBH&TD contributes funds to BATA for the operation of the FasTrak™ Customer Service Center (CSC).

(c) FY 2004-05 budget reflects a full year of BATA's operation of the FasTrak™ CSC.

(d) In July 2004, BATA assumed cash counting and banking services for cash revenues collected on the state-owned bridges.

### FINANCING PROGRAM DELIVERS NEEDED DOLLARS

**I**n October 2004, BATA issued its last series of tax-exempt revenue bonds, completing the \$1 billion Regional Measure 1 (RM 1) financing program that originated in 2001 and earned BATA top marks for creditworthiness by the major credit rating agencies. In addition to an 'AA' rating from Standard & Poor's, BATA earned an 'Aa3' from Moody's and an 'AA-' from Fitch. Standard & Poor's noted in its credit profile that BATA's 'AA' rating "represents one of the highest credit ratings Standard & Poor's carries on a toll agency, and the highest among all transportation-related enterprises."

The RM 1 financing program initially was developed in September 2000 as a way to borrow \$1 billion to help finance \$1.6 billion in BATA toll bridge improvement projects. The goals of the RM 1 financing program were to deliver the plan, complete the projects and — most importantly — not burden toll payers with a toll increase. BATA believed all its goals could be met if its long-term borrowing rate was at or below 5.3 percent.

#### PRAISE FROM THE PRESS

Since the inception of its RM 1 plan, BATA has faced numerous financial challenges, including cost increases (most notably on the construction of the new Benicia-Martinez and Carquinez bridges) that pushed the combined price tag of the RM 1 projects from \$1.6 billion to \$2.1 billion. But the flexibility of BATA's financing plan provided the answer to this obstacle. Four years, three bond issues and three rate swaps after the RM 1 financing plan originally was conceived, BATA has kept its promise of delivering all the projects — and has done it without a toll increase. With BATA's final \$300 million bond issue swapped out with a rate of 3.42 percent, the "all-in" rate on the Authority's \$1 billion of outstanding debt is just 3.97 percent — far below the maximum 5.3 percent rate at which the goals of the RM 1 program could comfortably be met.

BATA's ability to hammer out good deals for Bay Area toll payers caught the attention of the national press. The daily newspaper *The Bond Buyer* honored BATA with its "Deal of the Year" award for the Far West Region for a forward swap arrangement negotiated in May 2002 that allowed BATA to swap \$200 million of variable-rate bonds for a 35-year, fixed rate of 4.139 percent. The magazine *Governing* recognized BATA as one of five innovative issuers in the country and bestowed another "Deal of the Year" award on the forward swap.

BATA's current challenge is to manage a \$1 billion debt portfolio that consists of \$800 million in interest rate swaps, \$100 million of fixed-rate bonds and \$100 million in unhedged variable-rate bonds. The diverse swap portfolio includes a \$300 million cost of funds swap, a \$300 million 54 percent London Interbank Offered Rate (LIBOR) plus 54 basis points swap, and a \$200 million 65 percent LIBOR swap. In addition to its outstanding debt portfolio, BATA has \$150 million in underlying auction-rate securities and \$750 million in underlying variable-rate bonds.

## FASTRAK™: BATA, GOLDEN GATE MERGE ELECTRONIC TOLL COLLECTION SYSTEM

To achieve its goal of making toll collection more efficient, BATA in early 2004 assumed responsibility for operation of the FasTrak™ customer service center for the seven state-owned toll bridges. Currently, BATA and the Golden Gate Bridge, Highway and Transportation District are working together to create a single regional FasTrak™ customer service center for the state-owned bridges and the Golden Gate Bridge. The Regional FasTrak™ Customer Service Center is expected to be in operation in summer 2005.

Within weeks of assuming management of the FasTrak™ customer service center, BATA announced plans for a temporary toll discount for vehicles using FasTrak™ on the region's seven state-owned toll bridges, and for converting more lanes at bridge toll plazas for the exclusive use of FasTrak™-equipped vehicles. The temporary toll discount — which gave FasTrak™ users a four-month reprieve from the \$1 toll hike that went into effect July 1, 2004, following voters' approval of Regional Measure 2 — sparked a surge in FasTrak™ enrollment, with the number of new accounts rising by more than 80,000, or nearly 40 percent in the six months from May 1, 2004, to October 31, 2004. This translated into a corresponding increase in FasTrak™ traffic on all the bridges. In December 2003, about 25 percent of all vehicles and 30 percent of peak-period vehicles passing through the toll plazas

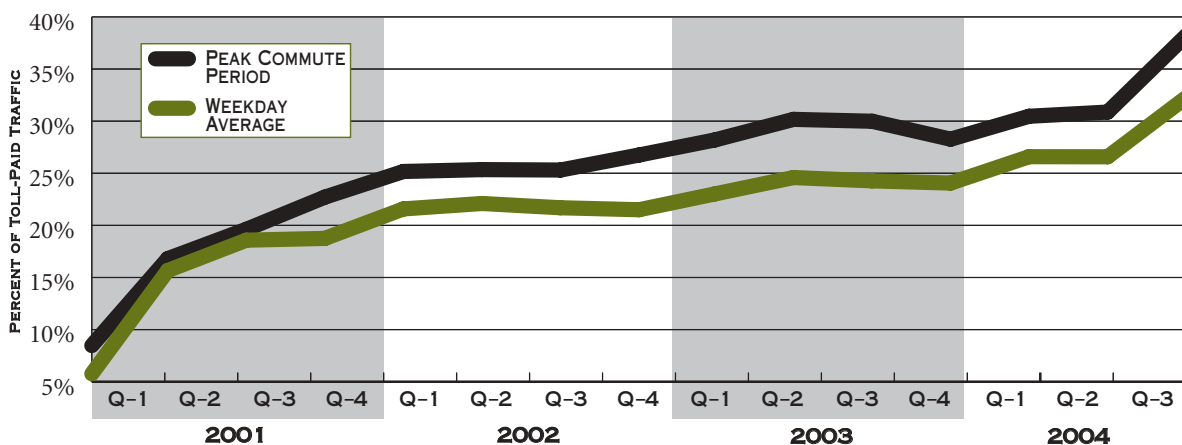


*Carquinez Bridge toll plaza*

on an average weekday used the ETC system. By September 2004, these figures jumped to 32 percent of all vehicles on an average weekday and more than 38 percent during the peak period.

BATA and Caltrans added a second FasTrak™-only lane to the San Mateo-Hayward Bridge toll plaza on July 11, 2004. This was followed one week later with the addition of a second dedicated FasTrak™ lane at the Dumbarton Bridge toll plaza. BATA and Caltrans continue to work together to add more dedicated FasTrak™ lanes on other Bay Area bridges.

### FASTRAK™ ETC SYSTEM UTILIZATION ON STATE-OWNED TOLL BRIDGES



JOHN HUESBY, CALTRANS



CONSTRUCTION OF NEW BENICIA-MARTINEZ BRIDGE

## REGIONAL MEASURE 1 AND OTHER TOLL BRIDGE CAPITAL PROGRAMS

JOHN HUESBY, CALTRANS



REHABILITATION OF THE RICHMOND-SAN RAFAEL BRIDGE

## OVERVIEW: TOLL BRIDGE CAPITAL IMPROVEMENT PROGRAMS



JOHN HUESBY, CALTRANS

*Construction on the San Mateo-Hayward Bridge widening, an RM 1 project completed in 2002*

**T**here are three major ongoing capital improvement programs on the Bay Area's state-owned toll bridges: the voter-approved Regional Measure 1 Toll Bridge Program, the Toll Bridge Rehabilitation Program and the Toll Bridge Seismic Retrofit Program. The first two are funded by BATA from the base toll collected on the seven bridges, while the third is funded by Caltrans from the \$1 seismic surcharge on all tolls.

- Mandated by Bay Area voters in November 1988, the Regional Measure 1 (RM 1) Toll Bridge Program currently is a \$2 billion bridge enhancement and expansion program. Funding comes from the revenues generated by the RM 1 toll increase that raised auto tolls to a uniform \$1 on all the state-owned bridges.

In June 2000, BATA contracted with Bechtel Infrastructure Group to monitor the progress of the RM 1 bridge improvement projects. Bechtel reviews cost and schedule information for each RM 1 project, and forecasts cost and schedule revisions for these projects. To view Bechtel's monthly reports on the Web, go to <http://bata.mtc.ca.gov/reports.htm>.

The RM 1 program already has delivered a number of projects, including widening of the existing Benicia-Martinez Bridge and the new

Richmond Parkway in the 1990s, and, more recently, an expanded San Mateo-Hayward Bridge and a new Carquinez Bridge.

Remaining projects include:

- Demolition of the 1927 Carquinez Bridge, scheduled to begin in 2005.
- Replacement of the west trestle and repair of numerous deck joints on the Richmond-San Rafael Bridge, scheduled for completion in 2005.
- Construction of a new Benicia-Martinez Bridge, scheduled to open to traffic in late 2006.
- Repaving of the Richmond-San Rafael Bridge deck, scheduled for completion in 2007.
- Reconstruction of the Interstate 880/State Route 92 interchange, scheduled to open to traffic in 2010.
- The Toll Bridge Rehabilitation Program is a \$200 million capital rehabilitation and operational improvement program designed to maintain and ensure the long-term safe operation of the bridges and their associated toll facilities. These projects include the rehabilitation of deck joints, roadways and ship-collision protection systems, as well as the rehabilitation

## OVERVIEW: TOLL BRIDGE CAPITAL IMPROVEMENT PROGRAMS

of toll collection and bridge maintenance facilities. (See Appendix F [page 56] for a detailed listing of projects funded in FY 2004–05.)

- The Caltrans Toll Bridge Seismic Retrofit Program is funded by the \$1 seismic surcharge collected from all toll-paying vehicles to strengthen five of the seven state-owned toll bridges in the Bay Area. In some cases,

this includes building new structures to replace aging spans. Caltrans has completed the retrofit of the Benicia-Martinez, Carquinez and San Mateo-Hayward bridges. Work is ongoing on the Richmond-San Rafael and San Francisco-Oakland Bay bridges. (See pages 35-37 for more information on the Caltrans Seismic Retrofit Program.)

### BATA CAPITAL PROGRAM BUDGET SUMMARY\*

REGIONAL MEASURE 1 PROGRAM PROJECTS	Current BATA Budget (Jan. 05)	Other Non-BATA Funding	Current Total Project Budget (Jan. 05)
New Benicia-Martinez Bridge	\$ 1,026,762,562	\$ 30,994,524 <sup>1</sup>	\$ 1,057,757,086
Carquinez Bridge Replacement	528,156,402	—	528,156,402
Richmond Parkway	5,897,181	—	5,897,181
Richmond-San Rafael Bridge Trestle Rehabilitation	59,492,977	34,633,087 <sup>1</sup>	94,126,064
Richmond-San Rafael Bridge Deck Rehabilitation	21,068,807	3,966,913 <sup>1</sup>	25,035,720
San Mateo-Hayward Bridge Widening	217,456,198	—	217,456,198
San Mateo-Hayward Bridge Western Approach Planting	395,043	—	395,043
I-880/SR 92 Interchange Improvement	124,180,533	9,600,000 <sup>2</sup>	133,780,533
Bayfront Expressway (SR 84) Widening	35,968,000	—	35,968,000
U.S. 101/University Avenue Interchange Improvement	3,800,000	—	3,800,000
<b>RM 1 PROGRAM — TOTAL</b>	<b>\$2,023,177,703</b>	<b>\$79,194,524</b>	<b>\$2,102,372,227</b>
OTHER CAPITAL PROJECTS	Current BATA Budget (Jan. 05)	Other Non-BATA Funding	Current Total Project Budget (Jan. 05)
Rehabilitation and Operational Improvement Projects	\$ 207,316,053	—	\$ 207,316,053
<b>CAPITAL PROGRAM BUDGET — TOTAL</b>	<b>\$2,230,493,756</b>	<b>\$79,194,524</b>	<b>\$2,309,688,280</b>

\* Per BATA Resolution No. 49

Notes:

<sup>1</sup> State funding

<sup>2</sup> Alameda County Transportation Authority funding

## RM 1 TOLL BRIDGE PROJECTS

### NEW BENICIA-MARTINEZ BRIDGE UNDER CONSTRUCTION



JOHN HUESBY, CALTRANS

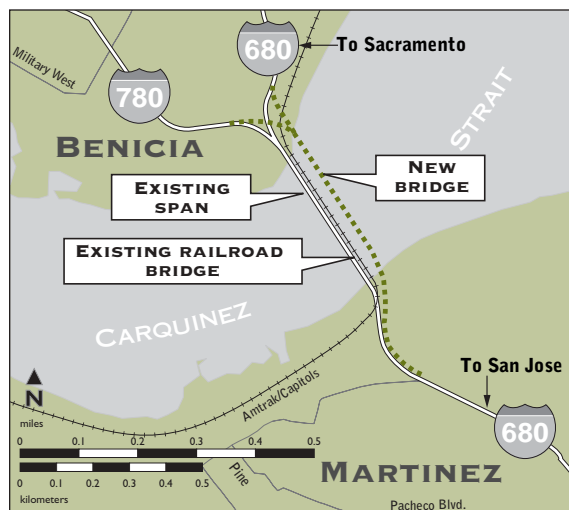
*Pier cap construction at Pier 5*

#### PROJECT DESCRIPTION:

Anticipating the rapid growth of population and traffic in the North Bay, the RM 1 program included plans to add a second Benicia-Martinez span to handle the increasing traffic in the corridor. The new span is designed to carry five lanes of northbound traffic, just east of and parallel to the existing span, while the latter will be converted to four southbound lanes plus a new bicycle and pedestrian pathway. Along with new interchanges to the north and south of the bridge, a new 17-booth toll plaza equipped with electronic toll collection and carpool bypass lanes also is being constructed to further expand capacity in the corridor.

#### CURRENT PROGRESS:

- Work is currently under way on the new toll plaza and the Interstate 680/Interstate 780 and Interstate 680/Marina Vista interchanges.



#### NEW BENICIA-MARTINEZ BRIDGE

**\$1,057.8**  
(IN MILLIONS)

Project Description	Construction Begins	Construction Ends	Current BATA Project Budget (Jan. 05)
New bridge	Nov-01	Apr-07	\$748.4
Toll plaza & administration building	Apr-02	Jun-05	36.2
I-680/Marina Vista interchange	Aug-02	Nov-05	71.7
I-680/I-780 interchange	Jan-02	Jun-05	102.2
Other contracts			61.5
Project contingency			37.8

*The new bridge is forecast to be opened to traffic in late 2006.*

- Work on the superstructure of the new bridge over the strait is scheduled to begin by the end of 2004 following substantial completion of the bridge foundations and columns.



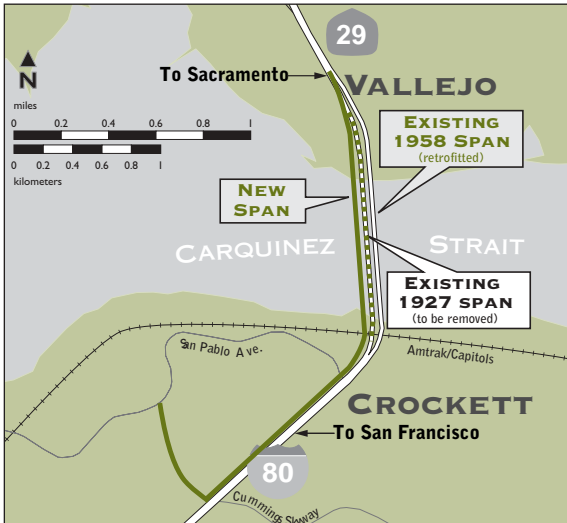
*Simulation of new Benicia-Martinez Bridge*



*Ongoing construction mirroring simulation of new bridge at left*

# CARQUINEZ BRIDGE REPLACEMENT

OPENED NOVEMBER 2003



## CARQUINEZ BRIDGE REPLACEMENT

**\$528.2**  
(IN MILLIONS)

Project Description	Construction Begins	Construction Ends	Current BATA Project Budget (Jan. 05)
Replacement bridge and north approach	Jan-00	Oct-04	\$321.9
South approach and interchange	Dec-00	Aug-04	110.4
Other contracts			92.4
Project contingency			3.5

*The new bridge opened to traffic in November 2003.*

## PROJECT DESCRIPTION:

The new westbound span of the Carquinez Bridge — built to replace the original 1927 bridge — opened to traffic in early November 2003. Linking Contra Costa and Solano counties along Interstate 80, the graceful, twin-towered structure is the first major suspension bridge to be built in the United States in 30 years. Along with full standard shoulders, the new span features three mixed-flow lanes and a carpool lane, as well as a bicycle and pedestrian pathway that connects the cities of Vallejo and Crockett as part of the regional Bay Trail. The replacement span has been named the Alfred Zampa Memorial Bridge in honor of a local ironworker who worked on both the 1927 and 1958



BILL HALL, CALTRANS

*Round-the-clock-construction on the now completed span*

spans of the Carquinez Bridge as well as on four other Bay Area toll bridges.

The 1958, eastbound span of the Carquinez Bridge did not need replacing, but was instead strengthened in 2002 as part of Caltrans' Seismic Retrofit Program.

## CURRENT PROGRESS:

- In May 2004, the new pedestrian/bicycle pathway on the new bridge was opened to the public along with the remaining portions of the reconstructed Crockett interchange from Interstate 80.
- Caltrans plans to begin demolition of the 1927 bridge in late 2005, after completion of deck rehabilitation on the existing eastbound approach structure to the 1958 bridge.



BILL HALL, CALTRANS

*Completed New Carquinez (Alfred Zampa Memorial) Bridge*

## RM 1 TOLL BRIDGE PROJECTS

### RICHMOND-SAN RAFAEL BRIDGE REHABILITATION UNDER CONSTRUCTION



JOHN HUESBY, CALTRANS

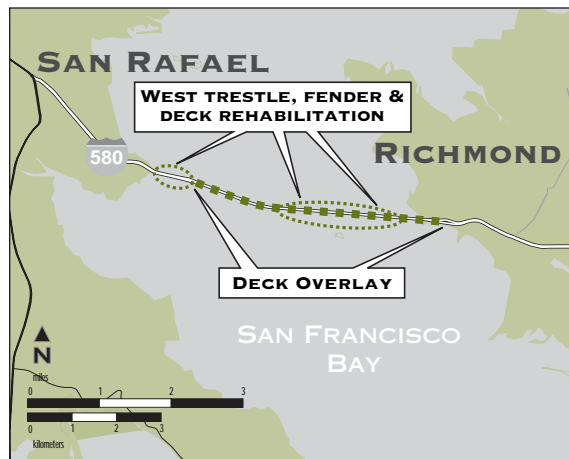
*Bridge undergoing reconstruction*

#### PROJECT DESCRIPTION:

To help ensure safety and mobility for Bay Area drivers crossing the Richmond-San Rafael Bridge, two major RM 1 rehabilitation projects are under way:

The first project will construct new, low-rise trestles to replace existing structures on the western approach to the bridge from San Rafael. This is being completed in conjunction with the seismic retrofit work under way on the bridge. At this time, Caltrans also is rehabilitating the deck joints on the bridge.

The second project is to rehabilitate or replace portions of the existing concrete roadway deck on the bridge that have been worn down over time by traffic and the harsh marine environment. This will be performed once the deck joint and seismic rehabilitation work is complete to avoid any possible construction conflicts between projects.



#### RICHMOND-SAN RAFAEL BRIDGE REHABILITATION

**\$119.2**

(IN MILLIONS)

Project Description	Construction		Current BATA Project Budget (Jan. 05)
	Begins	Ends	
[A] West trestle, fender and deck rehabilitation	Oct-00	May-05	\$94.1
[B] Deck overlay	Sep-05	Jan-07	25.0
Project contingency			0.1

*The bridge remains open during construction.*

#### CURRENT PROGRESS:

As part of the western approach trestle replacement project, interior pile foundations are being constructed from west to east, which will be followed sequentially by exterior pile foundation construction and installation of prefabricated concrete deck sections. To minimize impacts on the traveling public, this work will be done during nighttime lane closures.

The deck overlay project is currently being designed by Caltrans.

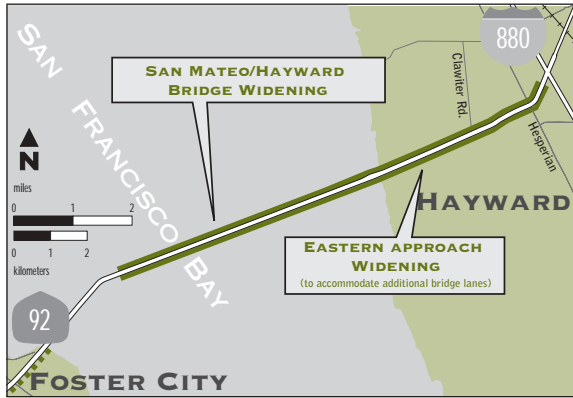


JOHN HUESBY, CALTRANS

*Seismic retrofit work on bridge*

## SAN MATEO-HAYWARD BRIDGE WIDENING

OPENED JANUARY 2003



### SAN MATEO-HAYWARD BRIDGE WIDENING

**\$217.5**  
(IN MILLIONS)

Project Description	Construction Begins	Construction Ends	Current BATA Project Budget (Jan. 05)
Widen trestle	Nov-99	Feb-03	\$159.4
Widen eastern approach	Apr-00	Sep-01	32.0
Other			23.6
Project contingency			2.5

*The new westbound trestle opened to traffic in November 2002; a widened existing eastbound trestle followed suit in January 2003.*



*Newly opened westbound lanes just west of toll plaza*

### PROJECT DESCRIPTION:

As a result of the completion of the San Mateo-Hayward Bridge expansion project, the corridor between the Peninsula and the East Bay has seen traffic flow improve substantially. In late fall 2002, the new, low-rise, northern trestle — featuring three lanes with full shoulders — was opened to westbound traffic ahead of schedule. And, in mid-January 2003, the existing southern trestle was modified and opened to eastbound traffic, providing three lanes to match the configuration of the high-rise section of the bridge.

The project also included widening the eastern approach to the bridge, extending the existing toll plaza by two additional tollbooths, and constructing a new pedestrian overcrossing on State Route 92.

### CURRENT PROGRESS:

- Construction on this project is now complete.



*Widened bridge approach*

INTERSTATE 880/STATE ROUTE 92  
INTERCHANGE IMPROVEMENTS — IN DESIGN



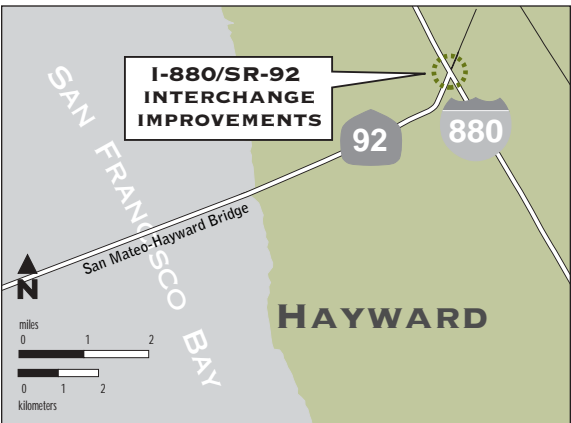
Aerial view of existing I-880/SR 92 interchange, looking west

PROJECT DESCRIPTION:

As part of an effort to improve traffic flow and to relieve congestion in the San Mateo-Hayward Bridge corridor, RM 1 identified the need to improve the Interstate 880/State Route 92 interchange. The project would reconstruct the existing, outdated cloverleaf interchange with an interchange featuring direct connectors. This will increase capacity and improve safety and traffic operations by eliminating the weaving action now required of drivers moving from one freeway to the other.

CURRENT PROGRESS:

- The Federal Highway Administration (FHWA) in July 2004 issued a record of decision for the project that cleared the way for the project environmentally.
- Caltrans currently is in the process of designing and acquiring right-of-way for the project.



INTERSTATE 880/STATE ROUTE 92 INTERCHANGE IMPROVEMENTS			\$133.6 (IN MILLIONS)
Project Description	Construction Begins	Construction Ends	Current BATA Project Budget (Jan. 05)
Reconstruct I-880/SR 92 interchange	Jan-06	Aug-10	\$128.3
Project contingency			5.3

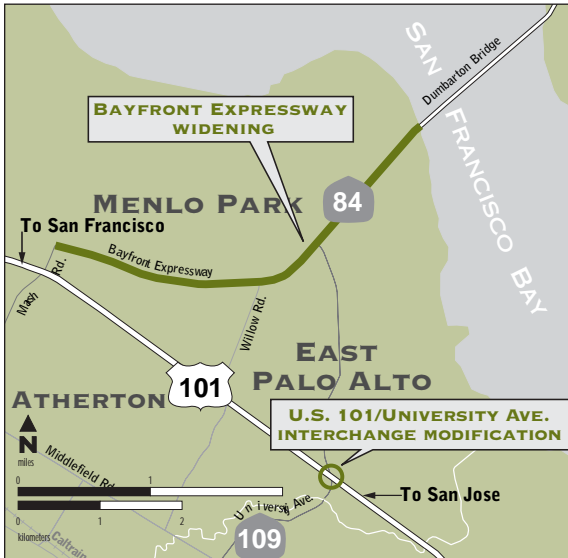
The interchange will remain open during construction.



Simulation of one alternative for the I-880/SR 92 interchange improvement, looking west

## BAYFRONT EXPRESSWAY WIDENING PROJECT

OPENED JULY 2003



Note: Shaded boxes with colored type indicate completed projects.

BAYFRONT EXPRESSWAY WIDENING			\$36.0 (IN MILLIONS)
Project Description	Construction		Current BATA Project Budget (Jan. 05)
	Begins	Ends	
Widening	May-02	Jan-04	\$35.2
Project contingency			0.8

The widened expressway opened to traffic in July 2003.



The widened roadway speeds traffic from the Dumbarton Bridge to U.S. 101.

### PROJECT DESCRIPTION:

The Bayfront Expressway, also known as State Route 84, links the Peninsula and Silicon Valley to the East Bay by connecting the Dumbarton Bridge to the U.S. 101/Marsh Road interchange. The existing six-lane expressway section from the bridge to University Avenue was reconstructed with upgraded shoulders and lane widths, while the four-lane expressway section between University Avenue and Marsh Road was widened to six lanes with shoulders and dedicated turn pockets. In essence, the entire length of the roadway has been reconstructed for improved traffic flow and safety.

### CURRENT PROGRESS:

- The widened expressway was opened to traffic two months ahead of schedule in July 2003.
- Under a separate construction contract, Caltrans is completing required environmental mitigations and landscaping for the project.



A reconstructed bicycle/pedestrian path parallels the widened Bayfront Expressway.

© TED KURIHARA



## REGIONAL MEASURE 2 — REGIONAL TRAFFIC RELIEF PROGRAM

BILL HALL - CALTRANS



### REGIONAL MEASURE 2 (RM 2)

**O**n March 2, 2004, voters passed Regional Measure 2 (RM 2), raising the toll by \$1 for all vehicles on the Bay Area's seven state-owned toll bridges. This extra dollar is to fund the program of roadway and transit projects approved by the California Legislature in Senate Bill 916 (Chapter 715, Statutes of 2004) to reduce congestion and improve travel in the toll bridge corridors and their approaches. Authored by East Bay state Senator Don Perata, SB 916 establishes the Regional Traffic Relief Plan and identifies specific capital projects and programs, and transit operating assistance programs eligible to receive RM 2 funding as identified in Sections 30914(c) & (d) of the California Streets and Highways Code.



*RM 2 funds will be used to widen the Caldecott Tunnel*

The toll increase, which took effect on July 1, 2004, raises an estimated \$125 million each year to implement the Regional Traffic Relief Plan. In accordance with the legislation as approved by voters, BATA is the financial manager for RM2 funds. BATA's responsibilities include the preparation of financial plans, the issuance of debt financing and the disbursement of funds to project sponsors. The Metropolitan Transportation Commission (MTC) is the program and project coordinator, with duties that include reviewing project applications, programming and allocating funds to specific projects, and monitoring project delivery.



*The Bay Area's ferry network gets a boost from RM 2*

The Regional Traffic Relief Plan provides \$1.5 billion to 36 capital projects, and up to \$1.6 billion in operating funds to 14 projects, over the next 35 years. Beneficiaries range from transit operations to studies to transit vehicle procurement to freeway improvements.

MTC began allocating RM 2 funds to projects in the Capital Program in July 2004. As of December 2004, MTC had allocated a total of approximately \$153 million for 18 projects in the Capital Program. The projects that have received allocations include:

- Muni Metro Third Street light rail
- Muni historic streetcar line expansion
- Dumbarton Bridge commuter rail
- Richmond Parkway park-and-ride lot
- U.S. 101 Greenbrae interchange/Larkspur Ferry improvements
- Central Costa Costa BART crossover track
- TransLink® smart-card program
- Safe Routes to Transit/City CarShare
- BART Tube seismic retrofit
- Transbay Terminal/Downtown Caltrain extension

- AC Transit enhanced bus along Telegraph Ave./International Blvd./14th Street
- Water Transit Authority — systemwide improvements
- Regional express bus south
- I-880 North safety improvements
- BART Warm Springs extension
- I-580 (Tri-Valley) rapid transit corridor improvements
- Regional Rail Study
- Caldecott Tunnel improvements

In addition to capital investments, the Regional Traffic Relief Plan dedicates up to 38 percent of total annual Measure 2 funds to providing operating funds for commuter rail, express and enhanced bus, and ferry service. MTC in 2004 worked to clarify a provision in federal law that restricts the use of toll revenues collected from bridges receiving federal funding (also known as “federalized” bridges). The federal restriction does not allow revenue from federalized bridges to be spent on transit operations. To comply with federal laws, MTC proposed segregating the revenues derived from the four nonfeder-



*RM 2 revenues are the engine for a study of how to improve Bay Area rail travel options*

alized bridges to fund the RM 2 Operating Program. The Federal Highway Administration in November 2004 approved MTC’s proposal, and MTC thereafter began allocating funds to projects in the Operating Program. As of December 2004, allocations totaling approximately \$5.1 million had been made for two projects in the Operating Program. These projects include:

- Water Transit Authority planning activities
- Golden Gate Transit Route 40

MTC entertains allocation requests from project sponsors on a continual basis. Additional allocations are expected throughout the remainder of fiscal year 2004–05 and will be presented in next year’s report.

A full listing of the RM 2 projects is included in Appendix E (page 54).



*RM2 dollars help expand the Bay Area’s fleet of high-comfort regional express buses.*



PETER BEILER

## TOLL-FUNDED TRANSIT PROGRAMS



BILL HALL, CALTRANS

NEW SEGMENT OF THE BAY TRAIL ACROSS THE  
AL ZAMPA (CARQUINEZ) BRIDGE

## TOLL-FUNDED TRANSIT PROGRAMS

**A**pproximately 18 percent of the base toll collected from the bridges has been statutorily set aside for transit improvement purposes. This toll revenue is transferred from BATA into three separate reserve accounts: 1) AB 664 Net Toll Revenue Reserves; 2) Five Percent Reserves; and 3) Regional Measure 1 Rail Extension Reserves.

### 1) AB 664 NET TOLL REVENUE RESERVES



*New AC Transit rapid buses*

The Assembly Bill 664 Net Toll Revenue Reserves are named for the 1975 enabling legislation that established the reserves. Funds are collected from the Dumbarton, San Mateo-Hayward and San Francisco-Oakland Bay bridges and are used to fund capital projects that further the development of public transit in the vicinity of the bridges. Most AB 664 funding is programmed to various transit agencies as a match for federal funds to cover the cost of replacing buses and improving capital facilities.



*Vallejo Ferry*

#### AB 664 PROGRAMMING FOR FY 2004-05

	■	43.8%	Alameda-Contra Costa Transit District (AC Transit)	\$ 5,636,199
	■	16.2%	Bay Area Rapid Transit District (BART)	2,086,422
	■	1.9%	Central Contra Costa Transit Authority	243,613
	■	5.6%	Caltrain	714,168
	■	2.2%	Livermore/Amador Valley Transit Authority (LAVTA)	283,705
	■	22.9%	San Francisco Municipal Railway (Muni)	2,945,658
	■	4.8%	San Mateo County Transit District (SamTrans)	612,534
	■	2.3%	Tri Delta Transit (Eastern Contra Costa County Transit Authority)	291,921
	■	0.1%	Vallejo Transit	28,374
	■	0.2%	Western Contra Costa County Transit Authority (WestCAT)	17,965
			<b>TOTAL</b>	<b>\$12,860,559</b>

## 2) THE FIVE PERCENT RESERVES

The Five Percent Reserves were originally funded from 5 percent of the 1988 RM 1 toll increase on the bridges and were to be used for congestion-relieving transit operations and capital projects in the bridge corridors. However, since 2000, to make capital bridge improvements eligible for federal funding, the transit operations portion of this reserve is funded directly by the state. To effect this change, two subaccounts were created — the 5 Percent Unrestricted State Fund Account for transit operations and bicycle planning, and the 2 Percent Toll Reserve Account for ferry capital projects.



*Vallejo Ferry Terminal*

### 5% UNRESTRICTED STATE PROGRAMMING FOR FY 2004–05

	■	5%	Association of Bay Area Governments (ABAG): Bay Trail Project	\$ 140,000
	■	44%	City of Alameda: Alameda-Oakland and Harbor Bay ferries	1,287,183
	■	51%	City of Vallejo: Baylink Ferry	1,463,110
			<b>TOTAL</b>	<b>\$2,890,293</b>

### 2% FERRY CAPITAL PROGRAMMING FOR FY 2004–05

	■	55%	City of Alameda: Alameda-Oakland and Harbor Bay ferries	\$ 670,981
	■	45%	City of Vallejo: Baylink Ferry	558,353
			<b>TOTAL</b>	<b>\$ 1,229,334</b>

## TOLL-FUNDED TRANSIT PROGRAMS

### 3) THE RAIL EXTENSION RESERVES

The Rail Extension Reserves are funded from 90 percent of the 25-cent RM 1 toll increase on autos on the San Francisco-Oakland Bay Bridge. These reserves have helped fund the Pittsburg/Bay Point and Dublin/Pleasanton BART extensions, and various Caltrain and Muni Metro improvements.



*Interior view of new BART station at San Francisco International Airport*



*Caltrain and SamTrans buses intersect at the newly constructed multimodal station in Millbrae.*

Currently, the Rail Extension Reserves are being used to finance the BART-to-SFO extension project, with \$3 million being directly allocated to the project and an additional \$7 million loaned to the project to cover cash-flow and debt service needs. The extension was completed and began carrying fare-paying passengers in 2003.

#### RAIL EXTENSION RESERVES PROGRAMMING FOR FY 2004-05

	30%	BART-SFO Extension Allocation	\$ 3,000,000
	70%	BART-SFO Extension Loan	7,000,000
		TOTAL	\$10,000,000



SIMULATION OF THE NEW EAST SPAN OF THE SAN FRANCISCO-OAKLAND BAY BRIDGE

## CALTRANS SEISMIC RETROFIT PROGRAM



RICHMOND-SAN RAFAEL BRIDGE

### CALTRANS TOLL BRIDGE SEISMIC RETROFIT PROGRAM



BILL HALL, CALTRANS

*Construction of the causeway portion of the new East Span is over 50 percent complete.*

**S**ince 1998, Caltrans has been collecting a \$1 seismic surcharge on all toll-paying vehicles crossing the state-owned toll bridges in the Bay Area. These toll funds are used in combination with other state and federal monies to finance a Seismic Retrofit Program (SRP) affecting five of the seven state-owned Bay Area toll bridges. The two remaining bridges, the Antioch and Dumbarton bridges, are the newest toll bridges and are subject to continuing review by Caltrans as to whether any retrofit work is necessary to strengthen these structures.

The plan for the San Francisco-Oakland Bay Bridge includes a retrofit of the West Span and approaches, and a complete replacement of the East Span. The new East Span was designed as two bridges in one: a sleek causeway (called the “Skyway”) extending from Oakland, joining to a striking single-tower, self-anchored suspension span (referred to as SAS) that crosses a stretch of deep water adjacent to Yerba Buena Island. While the Skyway section of the new bridge is more than halfway completed, the SAS hit a political and funding logjam in the spring of 2004 when the lone construction bid exceeded the budget for the project established by state law. In August 2004, Caltrans disclosed a \$3.2 billion cost overrun for the entire SRP.

The late summer and fall of 2004 brought a flurry of new reports examining the cost overruns and potential

solutions. In December 2004, Governor Schwarzenegger’s Administration called for scrapping the distinctive tower and extending the skyway across the entire East Span corridor. The Bay Area Toll Authority strongly favors retaining the suspension design that is ready to build, and completing the East Span as originally envisioned. BATA in September 2004 adopted a plan to actively pursue the following steps in seeking a solution to the SRP funding shortfall:

#### SEISMIC SAFETY

The fundamental purpose of the SRP is to protect public safety by strengthening or replacing seismically deficient bridge structures. The fastest path to seismic safety on the new East Span is to retain the SAS design, which is 100 percent complete, fully permitted and already under construction.

#### STATE RESPONSIBILITY

The Bay Area toll bridges subject to the SRP are owned and operated by the state of California; they are an integral part of the state and Interstate highway systems; and state law vests in Caltrans “full and sole responsibility for completion of all seismic retrofit projects on the bay area bridges.” Furthermore, at least 50 percent of the latest cost overrun is unrelated to the SAS design element selected by BATA for the new east span. BATA will support the efforts of our Bay Area state legislative delegation to obtain an equitable share of federal and state funds to cover SRP cost overruns.



BILL HALL, CALTRANS

*The state has already spent millions building foundations for the self-anchored suspension span that it is now proposing to scrap.*

**CALTRANS TOLL BRIDGE SEISMIC RETROFIT PROGRAM**

Bridge	Seismic Retrofit Strategy	Status	Completion Date*
BENICIA-MARTINEZ	Lifeline structure, minor to moderate damage expected, reopening to traffic quickly — strengthen or replace structural elements, add isolation and dampening features	Completed	July 2002
CARQUINEZ (1958 eastbound structure)	Moderate to major damage expected — strengthen or replace structural elements, add isolation and dampening features	Completed	January 2002
RICHMOND-SAN RAFAEL	Avoid catastrophic failure — strengthen or replace structural elements, add isolation and dampening features	Under construction	Mid-2005
SAN FRANCISCO-OAKLAND BAY (west span and approach)	Lifeline structure, minor to moderate damage expected, reopening to traffic quickly — strengthen or replace structural elements, add isolation and dampening features	Under construction	Early 2009
SAN FRANCISCO-OAKLAND BAY (east span)	Lifeline structure, minor to moderate damage expected, reopening to traffic quickly — construct new bridge	Under construction	TBD
SAN MATEO-HAYWARD	Moderate to major damage expected — strengthen or replace structural elements, add isolation and dampening features	Completed	April 2000

\* Open to traffic/construction completion

**VOTER COMMITMENTS**

Funding for SRP cost overruns should not come at the expense of prior toll-funded commitments to projects in the bridge corridors — whether in the voter-approved RM 1 and RM 2 programs or the MTC Resolution 3434 Regional Transit Expansion Program.

**INNOVATIVE FINANCE**

An essential building block for a long-term SRP funding agreement involves transferring authority for the existing \$1 seismic toll surcharge from Caltrans to BATA. With the administration of all three toll dollars consolidated under a single agency, BATA would be able to refinance existing toll-funded debt, draw on other uncommitted reserves, and thereby generate significant new SRP funding capacity.

**STRONGER OVERSIGHT**

The toll consolidation strategy should go hand-in-hand with BATA providing intensive and transparent oversight of Caltrans' design and construction of SRP projects. This includes monthly reports on the status of SRP project costs and schedules, approval of key

Caltrans SRP personnel, review and approval of bid documents and change orders, regular audits of capital outlay and support costs, and the ability to withhold funds until outstanding issues are resolved.

**BROADER REFORM**

The repeated cost overruns in the SRP are symptomatic of a more fundamental crisis in the delivery of transportation infrastructure improvements in California. Simply put, projects take too long and cost too much. The Governor's California Performance Review represents an opportunity to make systemic change in the way Caltrans and its local partners plan, design and build transportation capacity projects. BATA will work with other regional transportation planning agencies throughout the state to implement this broader reform agenda.

The table above summarizes the status of the SRP as of August 2004, per Caltrans' *Updated Major Project Financial Plan for the Toll Bridge Seismic Retrofit Program* report.

CALTRANS



SAN FRANCISCO-OAKLAND BAY BRIDGE

## APPENDICES

BILL HALL, CALTRANS



ALFRED ZAMPA MEMORIAL (CARQUINEZ) BRIDGE

## APPENDIX A

### STATE-OWNED BAY AREA TOLL BRIDGES

#### ANTIOCH BRIDGE

OPENED: 1926 (original structure)  
1978 (replacement)

LOCATION: State Route 160, between Contra Costa  
and Sacramento counties

LENGTH: 1.8 miles

BRIDGE TYPE: Steel plate girders

TRAFFIC LANES: One in each direction

AVG. DAILY TRAFFIC: 7,286 vehicles (one way)

**L**east-traveled and probably least known of the region's toll bridges, the Antioch also is the only bridge to reach outside the nine-county Bay Area, crossing the San Joaquin River to touch down in Sacramento County.

Until recently, travel across the Antioch Bridge has remained relatively stable, but growth in the city of Antioch and nearby Contra Costa County towns such as Pittsburg and Brentwood is now causing traffic on the Antioch Bridge to increase at a faster rate than on any other of the region's toll bridges.

In the early 1990s, Caltrans evaluated ground motions likely to affect the Antioch Bridge in the event of an earthquake and concluded that seismic retrofit work was not necessary. However, in a report issued in August 2004, Caltrans indicated a need to study the bridge's seismic characteristics further.

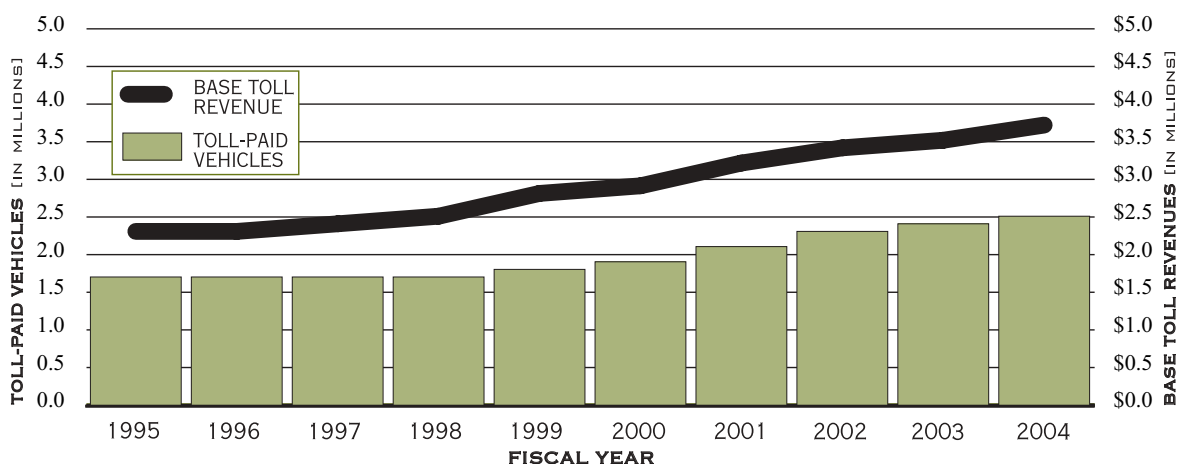


*View of Antioch Bridge from ground level*

#### USE OF TYPICAL \$3 TOLL

	■ MTC 2% Ferry Capital Reserves	\$0.01
	■ Bridge Operations and Maintenance	\$0.69
	■ BATA Toll Bridge RM 1 Improvement Reserves	\$0.30
	■ Caltrans Seismic Surcharge Reserves	\$1.00
	■ BATA RM 2 Reserves	\$1.00

#### 10-YEAR TRAFFIC AND BASE TOLL REVENUE (EXCLUDES \$1 CALTRANS SEISMIC SURCHARGE)



## BENICIA-MARTINEZ BRIDGE

OPENED: 1962

LOCATION: Interstate 680, between Solano and Contra Costa counties

LENGTH: 1.2 miles

BRIDGE TYPE: Steel deck truss

TRAFFIC LANES: Three in each direction

AVG. DAILY TRAFFIC: 51,439 vehicles (one way)

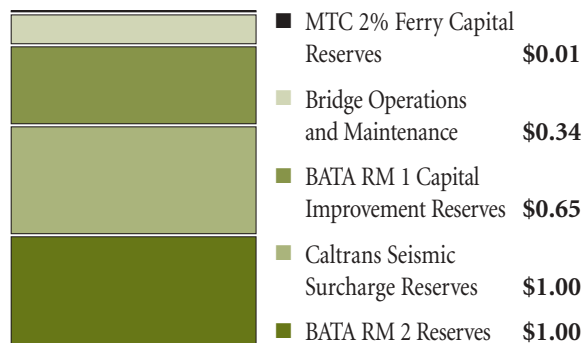
**W**hile it took a half century of traffic growth to require a bridge to replace the ferries crossing the Carquinez Strait between Benicia and Martinez, it took only a couple of decades for ballooning traffic on Interstates 680 and 780 to overwhelm the Benicia-Martinez Bridge.

To accommodate the growth as well as meet seismic safety standards, Caltrans has widened and retrofitted the existing Benicia-Martinez Bridge and, as part of the Regional Measure 1 (RM 1) program, has begun work on a second, parallel span. The new bridge is currently scheduled to open to traffic at the end of 2006.

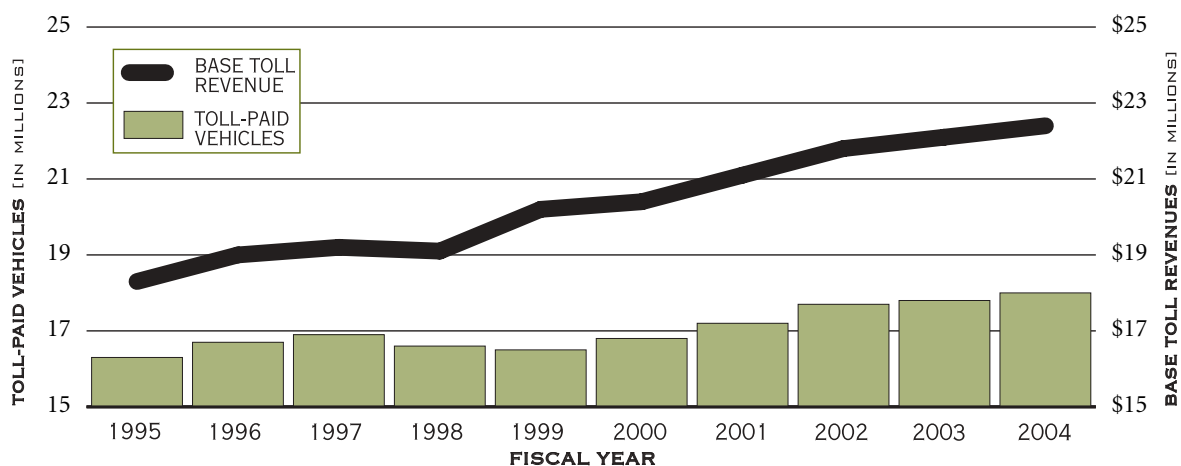


Existing bridge, with adjacent rail bridge

### USE OF TYPICAL \$3 TOLL



### 10-YEAR TRAFFIC AND BASE TOLL REVENUE (EXCLUDES \$1 CALTRANS SEISMIC SURCHARGE)



## APPENDIX A

### STATE-OWNED BAY AREA TOLL BRIDGES

#### CARQUINEZ BRIDGE

OPENED: 1927 (original structure)  
1958 (second structure)  
2003 (replacement for 1927 structure)

LOCATION: Interstate 80, between Solano and Contra Costa counties

LENGTH: 0.8 miles

BRIDGE TYPE: Cantilever truss  
(1927 & 1958 structures)  
Suspension (2003 structure)

TRAFFIC LANES: Four westbound  
Four eastbound

AVG. DAILY TRAFFIC: 64,685 vehicles (one way)



BILL HALL, CALTRANS

*New Al Zampa Memorial Bridge and earlier Carquinez spans*

The Carquinez Bridge actually consists of two bridge structures. The original crossing opened in 1927, and to accommodate the ever-increasing traffic flow on Interstate 80, in 1958 Caltrans constructed a parallel bridge to function as the eastbound span.

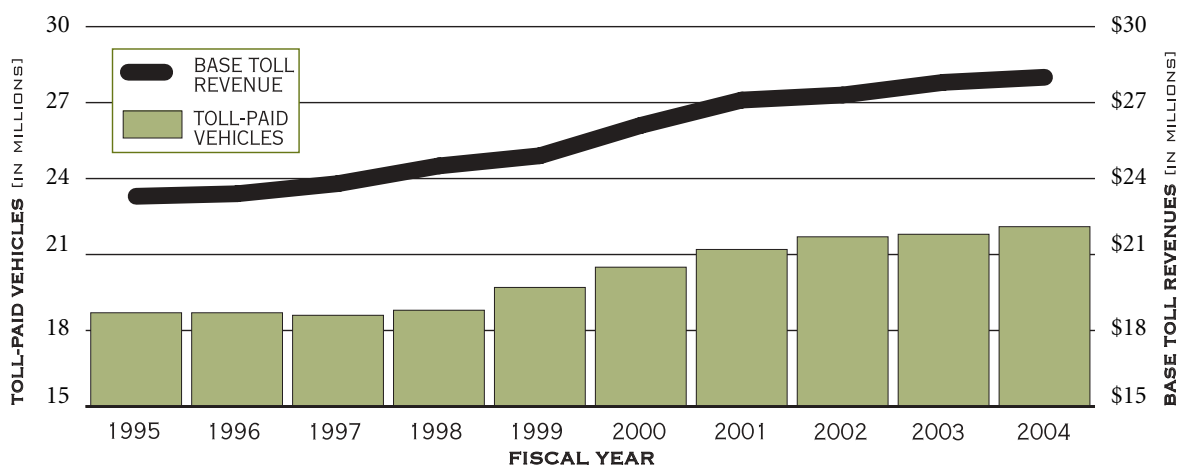
While the 1958 span has been strengthened under Caltrans' seismic retrofit program, the 1927 span is being replaced as part of BATA's RM 1 toll bridge program. The replacement suspension bridge has been built just west of the existing spans, and opened to traffic in November 2003.

The 1927 span will be demolished over the next two years, but not until after serving as a temporary detour structure while the 1958 bridge is rehabilitated in 2005.

#### USE OF TYPICAL \$3 TOLL

	■ MTC 2% Ferry Capital Reserves	\$0.01
	■ Bridge Operations and Maintenance	\$0.30
	■ BATA RM 1 Capital Improvement Reserves	\$0.69
	■ Caltrans Seismic Surcharge Reserves	\$1.00
	■ BATA RM 2 Reserves	\$1.00

#### 10-YEAR TRAFFIC AND BASE TOLL REVENUE (EXCLUDES \$1 CALTRANS SEISMIC SURCHARGE)



## DUMBARTON BRIDGE

OPENED: 1927 (original structure)  
1984 (replacement)

LOCATION: State Route 84, between San Mateo and Alameda counties

LENGTH: 1.6 miles

BRIDGE TYPE: Center span — steel box girders  
Approaches — pre-stressed concrete girders

TRAFFIC LANES: Three in each direction

AVG. DAILY TRAFFIC: 30,637 vehicles (one way)

The original Dumbarton Bridge was the first vehicular crossing over San Francisco Bay proper. It was rebuilt in 1984 for safety and traffic congestion reasons. The Dumbarton now carries three lanes in each direction, separated by a concrete barrier, as well as a bicycle/pedestrian path.

As part of the RM 1 program, the western approach from U.S. 101 — the Bayfront Expressway — was widened from four lanes to six lanes. The project was completed ahead of schedule in July 2003. Like the Antioch Bridge, Caltrans in the early 1990s evaluated the ground motions likely to affect the Dumbarton Bridge in the event of an earthquake and concluded that seismic retrofit work was not necessary. However, in a report issued in August 2004, Caltrans indicated a need to further study the seismic characteristics of the Dumbarton Bridge.



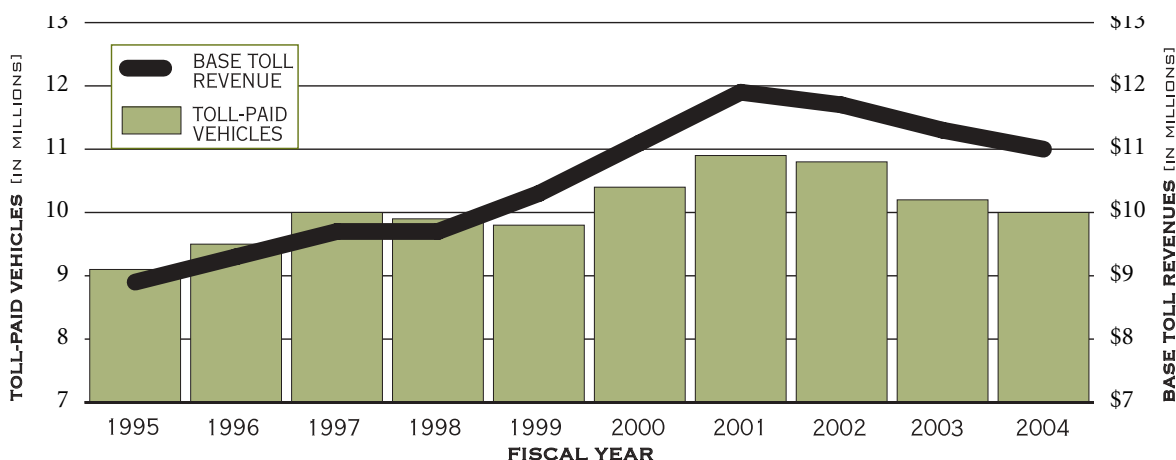
JOHN HUESBY, CALTRANS

*Dumbarton Bridge, looking east*

### USE OF TYPICAL \$3 TOLL

	MTC AB 664 Transit Reserves	\$0.05
	MTC 2% Ferry Capital Reserves	\$0.01
	Bridge Operations and Maintenance	\$0.36
	BATA RM 1 Capital Improvement Reserves	\$0.58
	Caltrans Seismic Surcharge Reserves	\$1.00
	BATA RM 2 Reserves	\$1.00

### 10-YEAR TRAFFIC AND BASE TOLL REVENUE (EXCLUDES \$1 CALTRANS SEISMIC SURCHARGE)



## APPENDIX A

### STATE-OWNED BAY AREA TOLL BRIDGES

#### RICHMOND-SAN RAFAEL BRIDGE

OPENED: 1956

LOCATION: Interstate 580 between Contra Costa and Marin counties

LENGTH: 5.5 miles (including approaches)

BRIDGE TYPE: Western approach — concrete trestle  
Main span and eastern approach — steel cantilever truss

TRAFFIC LANES: Two in each direction

AVG. DAILY TRAFFIC: 35,717 vehicles (one way)

**S**omewhat out of the mainstream of Bay Area traffic flows, the Richmond-San Rafael Bridge does not garner the attention of its busier and more prominent cousins to the south, but for nearly 50 years it has quietly and efficiently served the needs of North Bay travelers.

Currently, along with the seismic retrofit of the bridge, Caltrans also is in the process of replacing the existing low-rise western approach trestles from San Rafael to the steel cantilever main span. After completion of the seismic retrofit work, another project — funded by BATA — will rehabilitate the existing concrete deck of the bridge, which has been worn down over time due to traffic and exposure to the marine environment.

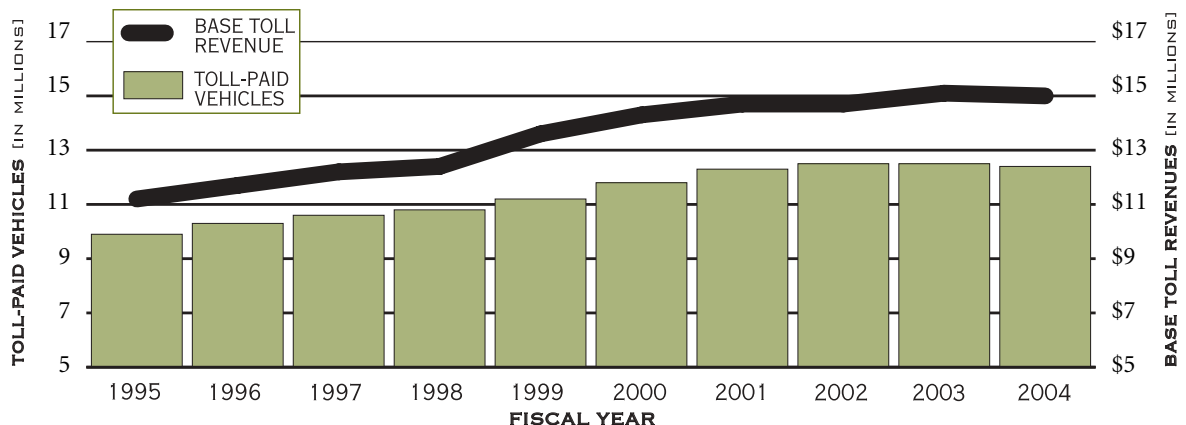


*View of bridge at dusk from Marin County*

#### USE OF TYPICAL \$3 TOLL

	Bridge Operations and Maintenance	\$0.35
	BATA RM 1 Capital Improvement Reserves	\$0.65
	Caltrans Seismic Surcharge Reserves	\$1.00
	BATA RM 2 Reserves	\$1.00

#### 10-YEAR TRAFFIC AND BASE TOLL REVENUE (EXCLUDES \$1 CALTRANS SEISMIC SURCHARGE)



## SAN FRANCISCO-OAKLAND BAY BRIDGE

OPENED: 1936

LOCATION: Interstate 80, between San Francisco and Alameda counties

LENGTH: 8.4 miles  
(including approaches and toll plaza)

BRIDGE TYPE: West span — steel suspension  
East span — steel cantilever truss

TRAFFIC LANES: Five in each direction

AVG. DAILY TRAFFIC: 134,743 vehicles (one way)

The San Francisco-Oakland Bay Bridge is the region's workhorse bridge, carrying more than a third of the traffic of all the Bay Area's state-owned bridges combined.

The western span of the bridge is currently undergoing seismic retrofitting, while the eastern span, damaged in the 1989 Loma Prieta earthquake and subsequently repaired, is being replaced. The design of the new East Span — selected by BATA in 1998 — features a single-tower, self-anchored suspension bridge for the segment of the bridge that crosses the shipping channel, and a causeway over the shallower waters close to the Oakland shore. Construction of the new East Span of the bridge was officially launched in January 2002.

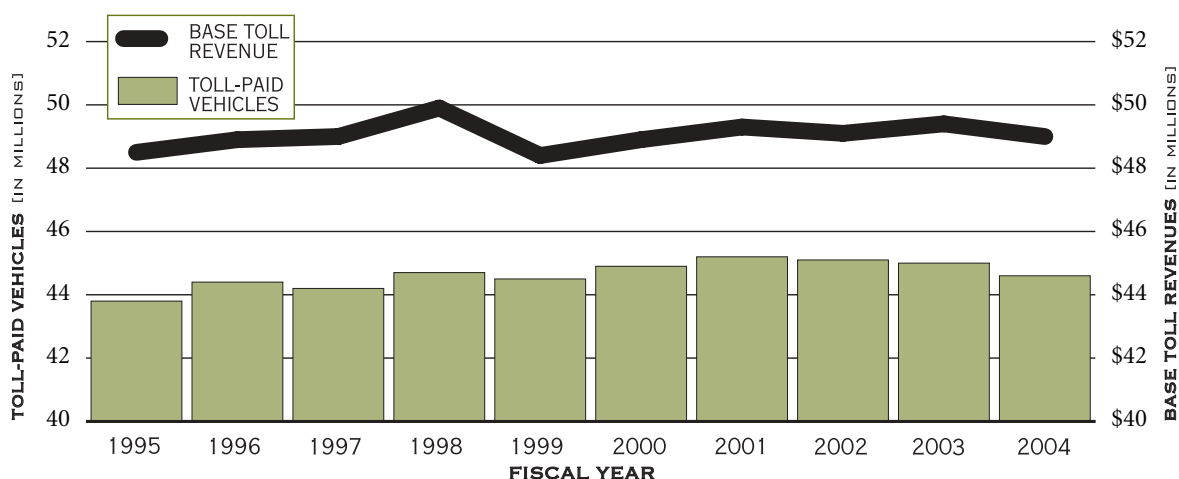


Existing East Span at top; simulation of new East Span below

### USE OF TYPICAL \$3 TOLL

	MTC RM 1 Rail Transit Reserves	\$0.22
	MTC AB 664 Transit Reserves	\$0.25
	MTC 2% Ferry Capital Reserves	\$0.01
	Bridge Operations and Maintenance	\$0.38
	BATA RM 1 Capital Improvement Reserves	\$0.14
	Caltrans Seismic Surcharge Reserves	\$1.00
	BATA RM 2 Reserves	\$1.00

### 10-YEAR TRAFFIC AND BASE TOLL REVENUE (EXCLUDES \$1 CALTRANS SEISMIC SURCHARGE)



SAN MATEO-HAYWARD BRIDGE

OPENED: 1929 (original structure)  
1967 (replacement)  
2002 (widened)

LOCATION: State Route 92, between San Mateo and Alameda counties

LENGTH: 7.0 miles

BRIDGE TYPE: Eastern, low-rise section — concrete trestle  
Western, high-rise section — steel box girders

TRAFFIC LANES: Three in each direction

AVG. DAILY TRAFFIC: 45,800 vehicles (one way)

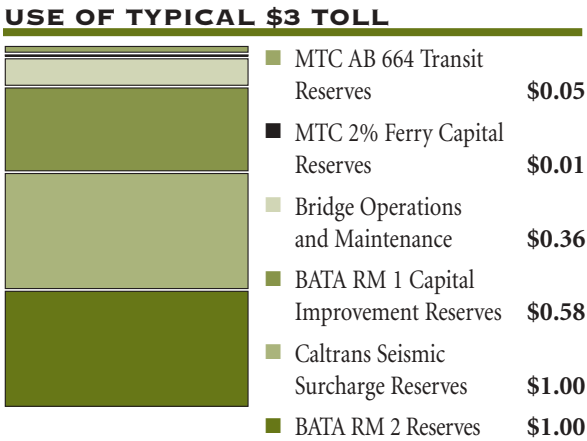


San Mateo-Hayward Bridge in profile

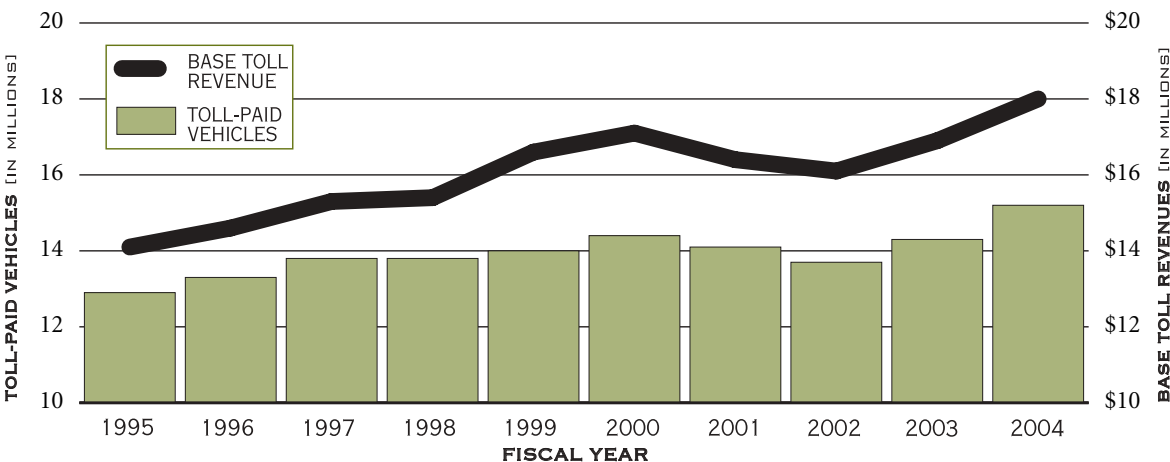
The San Mateo-Hayward Bridge is notable for the tremendous surge in traffic it has experienced during the last two decades. Between 1980 and 2000, average daily traffic more than doubled, from 42,000 vehicles to 87,000.

In January 2003, Caltrans fully opened the widened bridge to traffic. An RM 1 project, the bridge widening has resulted in a significant increase in traffic across the bridge as traffic has shifted from the Dumbarton and San Francisco-Oakland Bay bridges to take advantage of the new capacity on the San Mateo-Hayward Bridge.

As part of BATA’s continuing efforts to improve traffic flow and to relieve congestion on the approaches to the bridge, another RM 1 funded project will reconstruct the Interstate 880/State Route 92 interchange in Hayward.



10-YEAR TRAFFIC AND BASE TOLL REVENUE (EXCLUDES \$1 CALTRANS SEISMIC SURCHARGE)



## TOLL SCHEDULE FOR STATE-OWNED TOLL BRIDGES

### BRIDGES AND TOLLS

#### ■ ANTIOCH, BENICIA-MARTINEZ AND CARQUINEZ BRIDGES *(tolls collected eastbound only)*

#### ■ DUMBARTON, RICHMOND-SAN RAFAEL, SAN FRANCISCO-OAKLAND BAY AND SAN MATEO-HAYWARD BRIDGES *(tolls collected westbound only)*

2 axles	\$ 3.00	5 axles	\$ 10.25
3 axles	\$ 5.00	6 axles	\$11.00
4 axles	\$ 7.25	7 or more axles	\$12.50

Toll is based on the total number of axles on the roadway in a vehicle combination.

### FASTRAK™ ELECTRONIC TOLL COLLECTION (ETC)

- Passage for vehicles using ETC shall be at the rates shown above.

### COMMUTE BUS

- Commute Bus may cross toll-free at any time in designated lane(s), in accordance with operational procedures.
- Passage through staffed lanes requires toll-free commute bus ticket, or an axle-based toll will be charged.

### CARPOOL

#### ANTIOCH, BENICIA-MARTINEZ, CARQUINEZ AND SAN FRANCISCO-OAKLAND BAY BRIDGES

- Any 2-axle vehicle, without trailer(s), carrying three or more persons, may cross toll-free in designated lane(s) Monday through Friday between 5 a.m.-10 a.m. and 3 p.m.-7 p.m.

#### RICHMOND-SAN RAFAEL BRIDGE

- Any 2-axle vehicle, without trailer(s), carrying three or more persons, may cross toll-free in designated lane(s) Monday through Friday between 5 a.m.-10 a.m. and 3 p.m.-6 p.m.

#### DUMBARTON AND SAN MATEO-HAYWARD BRIDGES

- Any 2-axle vehicle, without trailer(s), carrying two or more persons, may cross toll-free in designated lane(s) Monday through Friday between 5 a.m.-10 a.m. and 3 p.m.-6 p.m.

**Note:** Any motorcycle, bus, inherently-low-emission vehicle (ILEV) with DMV-issued decals, or two-axle vehicle, without trailer(s), designed by the manufacturer to be occupied by no more than two persons, carrying two persons, may also cross toll-free in designated lane(s) consistent with the above referenced hours of operation.

### PEDESTRIANS AND BICYCLISTS

- Pedestrians and bicyclists may cross the Antioch, Carquinez and Dumbarton bridges toll-free in designated lanes, in accordance with operational procedures

### VEHICLE DEFINITIONS FOR BRIDGE TOLL ASSESSMENT

**BUS** shall include any vehicle designed, used, or maintained for carrying more than 10 persons, including the driver.

**COMMUTE BUS** shall include any vehicle that is:

Either I

- Designed, used or maintained for the transportation of more than 10 persons including the driver;
- Operated across a state-owned toll bridge on a route commencing and terminating within a radius of 50 miles from the toll plaza of such bridge; and
- Operated on a regular schedule for any municipal or public corporation, transit district, public utility district or political subdivision, or private company for the nonprofit work-related transportation of its employees; or by any transportation company operating under a certificate of public convenience and necessity issued by the California Public Utilities Commission.

Or II

A "vanpool vehicle" operating under the provisions of current ridesharing laws and regulations, and designed for carrying more than 10, but not

more than 15, persons including the driver, which is maintained and used primarily for the nonprofit work-related transportation of persons for the purpose of ridesharing.

**MOTORCYCLE** shall include any motor vehicle having a seat or saddle for the use of the rider, with up to four wheels in contact with the roadway, two of which are a functional part of a sidecar.

**SEATING CAPACITY** – If individual seats are provided, the number of such seats shall be used in determining the seating capacity. If individual seats are not used, seating capacity shall be determined on the basis of 17 inches of seat width per person.

**VEHICLE COMBINATION** shall include any combination of motor-driven and drawn vehicle(s). Toll assessment will be based on the total number of axles on the roadway in the total combination.

**TRAILER** shall include any vehicle, including semi-trailer, designed for carrying persons or property and for being drawn by a motor vehicle.

## APPENDIX C

### TOLL TRAFFIC AND BASE TOLL REVENUE COLLECTED ON STATE-OWNED BAY AREA BRIDGES, FY 1994–1999

FISCAL YEAR	1994–95	1995–96	1996–97	1997–98	1998–99
<b>TOLL-PAID VEHICLES</b>					
<b>BRIDGES</b>					
Antioch	1,715,959	1,706,651	1,702,543	1,665,212	1,757,864
Benicia-Martinez	16,324,802	16,689,275	16,899,083	16,573,534	16,493,049
Carquinez	18,666,021	18,693,166	18,576,776	18,796,163	19,651,975
Dumbarton	9,148,269	9,529,779	9,953,143	9,908,270	9,793,520
Richmond-San Rafael	9,879,171	10,263,491	10,587,292	10,765,330	11,200,739
San Francisco-Oakland Bay	43,840,875	44,427,964	44,150,583	44,729,012	44,533,697
San Mateo-Hayward	12,852,629	13,288,159	13,761,087	13,754,628	13,955,433
<b>SUBTOTAL</b>	<b>112,427,726</b>	<b>114,598,485</b>	<b>115,630,507</b>	<b>116,192,149</b>	<b>117,386,277</b>
<b>TOLL-FREE VEHICLES</b>					
All Bridges	5,288,424	6,242,779	6,589,717	7,316,520	8,359,701
<b>TOTAL</b>	<b>117,716,150</b>	<b>120,841,264</b>	<b>122,220,224</b>	<b>123,508,669</b>	<b>125,745,978</b>
Percent Annual Growth in Total Toll-Paid Traffic	0.6%	1.9%	0.9%	0.5%	1.0%
Percent Annual Growth in Total Vehicles	-0.1%	2.7%	1.1%	1.1%	1.8%
<b>BASE TOLL REVENUE*</b>					
<b>BRIDGES</b>					
Antioch	\$ 2,314,909	\$ 2,342,280	\$ 2,437,883	\$ 2,451,084	\$ 2,778,285
Benicia-Martinez	18,321,027	18,955,713	19,162,496	19,142,080	20,197,365
Carquinez	23,307,707	23,388,519	23,842,907	24,548,179	24,916,268
Dumbarton	8,865,494	9,253,847	9,697,206	9,689,753	10,298,605
Richmond-San Rafael	11,157,186	11,733,167	12,193,232	12,438,998	13,596,722
San Francisco-Oakland Bay	48,525,353	48,876,251	48,958,077	49,936,881	48,415,525
San Mateo-Hayward2	14,125,265	14,649,957	15,286,710	15,401,390	16,595,026
<b>TOTAL</b>	<b>\$126,616,941</b>	<b>\$129,199,734</b>	<b>\$131,578,511</b>	<b>\$133,608,365</b>	<b>\$136,797,796</b>
Percent Annual Growth in Total Base Toll Revenue	0.5%	2.0%	1.8%	1.5%	2.4%

\* Includes other miscellaneous revenues generated from the bridges

## TOLL TRAFFIC AND BASE TOLL REVENUE COLLECTED ON STATE-OWNED BAY AREA BRIDGES, FY 1999–2004

FISCAL YEAR	1999–2000	2000–01	2001–02	2002–03	2003–04
	<b>TOLL-PAID VEHICLES</b>				
<b>BRIDGES</b>					
Antioch	1,909,697	2,115,873	2,325,423	2,354,103	2,477,631
Benicia-Martinez	16,813,906	17,158,684	17,732,756	17,794,558	17,987,638
Carquinez	20,461,648	21,193,743	21,677,767	21,823,764	22,053,941
Dumbarton	10,399,814	10,948,299	10,778,861	10,223,777	9,976,620
Richmond-San Rafael	11,841,371	12,276,754	12,468,123	12,513,519	12,398,819
San Francisco-Oakland Bay	44,855,956	45,168,355	45,117,544	44,995,916	44,646,387
San Mateo-Hayward	14,409,281	14,072,286	13,725,980	14,342,756	15,201,496
<b>SUBTOTAL</b>	<b>120,691,673</b>	<b>122,933,994</b>	<b>123,826,454</b>	<b>124,048,393</b>	<b>124,742,532</b>
	<b>TOLL-FREE VEHICLES</b>				
All Bridges	10,434,780	9,821,795	10,779,442	10,083,994	10,419,632
<b>TOTAL</b>	<b>131,126,453</b>	<b>132,755,789</b>	<b>134,605,896</b>	<b>134,132,387</b>	<b>135,162,164</b>
Percent Annual Growth in Total Toll-Paid Traffic	2.8%	1.9%	0.7%	0.2%	0.6%
Percent Annual Growth in Total Vehicles	4.3%	1.2%	1.4%	–0.4%	0.8%
	<b>BASE TOLL REVENUE*</b>				
<b>BRIDGES</b>					
Antioch	\$ 2,937,557	\$ 3,205,799	\$ 3,402,602	\$ 3,465,328	\$ 3,663,884
Benicia-Martinez	20,406,117	21,111,501	21,825,413	22,089,980	22,362,868
Carquinez	26,084,694	27,145,618	27,329,140	27,834,680	28,013,460
Dumbarton	11,059,001	11,884,727	11,748,903	11,280,769	10,990,143
Richmond-San Rafael	14,271,845	14,665,289	14,744,822	15,112,971	15,031,225
San Francisco-Oakland Bay	48,886,379	49,268,161	49,094,316	49,408,440	49,008,016
San Mateo-Hayward	17,089,090	16,436,599	16,084,956	16,912,938	18,028,276
<b>TOTAL</b>	<b>\$140,734,683</b>	<b>\$143,717,694</b>	<b>\$144,230,152</b>	<b>\$146,105,106</b>	<b>\$147,097,872</b>
Percent Annual Growth in Total Base Toll Revenue	2.9%	2.1%	0.4%	1.3%	0.7%

\* Includes other miscellaneous revenues generated from the bridges

## APPENDIX D

### TABLES OF VEHICLE CROSSINGS AND TOLL REVENUE BY MONTH, FY 2003–04

#### ALL STATE-OWNED BAY AREA TOLL BRIDGES

	VEHICLE CROSSINGS (IN TOLL DIRECTION ONLY)					BASE TOLL REVENUES COLLECTED		
	2 Axles	3 or More Axles	Total Toll-Paid Vehicles	Toll-Free Vehicles	Total Vehicles	2 Axles	3 or More Axles	Total Revenues
July	10,521,786	319,104	10,840,890	970,323	11,811,213	\$ 10,509,453	\$ 2,129,345	\$ 12,638,798
August	10,819,341	320,999	11,140,340	859,256	11,999,596	10,828,132	2,139,995	12,968,127
September	9,994,107	311,913	10,306,020	885,906	11,191,926	10,017,493	2,126,517	12,144,010
October	10,403,810	329,449	10,733,259	878,575	11,611,834	10,386,512	2,251,130	12,637,642
November	9,691,191	263,449	9,954,640	740,730	10,695,370	9,689,361	1,807,606	11,496,967
December	9,817,543	259,726	10,077,269	799,035	10,876,304	9,799,201	1,796,619	11,595,820
January	9,754,366	255,503	10,009,869	785,726	10,795,595	9,745,626	1,731,434	11,477,060
February	9,242,735	240,869	9,483,604	829,452	10,313,056	9,249,851	1,628,867	10,878,718
March	10,362,088	305,664	10,667,752	876,488	11,544,240	10,371,533	2,071,275	12,442,808
April	10,040,112	298,093	10,338,205	905,019	11,243,224	10,038,138	2,029,024	12,067,162
May	10,332,777	299,309	10,632,086	880,694	11,512,780	10,311,443	2,025,113	12,336,556
June	10,221,769	336,829	10,558,598	1,008,428	11,567,026	10,195,935	2,296,599	12,492,534
<b>TOTAL</b>	<b>121,201,625</b>	<b>3,540,907</b>	<b>124,742,532</b>	<b>10,419,632</b>	<b>135,162,164</b>	<b>\$121,142,678</b>	<b>\$24,033,524</b>	<b>\$145,176,202</b>

**OTHER REVENUES \$1,921,670**

**TOTAL BASE TOLL REVENUES FOR FY 2003–04 \$147,097,872**

#### ANTIOCH BRIDGE

	VEHICLE CROSSINGS (IN TOLL DIRECTION ONLY)					BASE TOLL REVENUES COLLECTED		
	2 Axles	3 or More Axles	Total Toll-Paid Vehicles	Toll-Free Vehicles	Total Vehicles	2 Axles	3 or More Axles	Total Revenues
July	204,636	19,563	224,199	19,100	243,299	\$ 206,081	\$ 124,745	\$ 330,826
August	212,679	19,714	232,393	16,414	248,807	213,545	125,664	\$339,209
September	188,494	18,230	206,724	14,755	221,479	190,430	119,857	\$310,287
October	195,390	19,902	215,292	16,421	231,713	198,029	132,446	\$330,475
November	179,639	14,464	194,103	12,991	207,094	180,495	97,634	\$278,129
December	178,114	13,393	191,507	14,459	205,966	174,036	93,271	\$267,307
January	170,055	13,218	183,273	12,946	196,219	173,008	91,557	\$264,565
February	164,361	12,428	176,789	13,026	189,815	167,195	86,561	\$253,756
March	191,092	16,185	207,277	14,690	221,967	187,923	109,702	\$297,625
April	176,994	15,951	192,945	14,187	207,132	178,813	105,814	\$284,627
May	205,025	18,431	223,456	15,305	238,761	204,154	119,474	\$323,628
June	209,621	20,052	229,673	17,445	247,118	207,321	131,194	\$338,515
<b>TOTAL</b>	<b>2,276,100</b>	<b>201,531</b>	<b>2,477,631</b>	<b>181,739</b>	<b>2,659,370</b>	<b>\$2,281,030</b>	<b>\$1,337,919</b>	<b>\$3,618,949</b>

**OTHER REVENUES \$44,935**

**TOTAL BASE TOLL REVENUES FOR FY 2003–04 \$3,663,884**

**BENICIA-MARTINEZ BRIDGE**

	VEHICLE CROSSINGS (IN TOLL DIRECTION ONLY)					BASE TOLL REVENUES COLLECTED		
	2 Axles	3 or More Axles	Total Toll-Paid Vehicles	Toll-Free Vehicles	Total Vehicles	2 Axles	3 or More Axles	Total Revenues
July	1,499,876	70,262	1,570,138	86,641	1,656,779	\$ 1,496,999	\$ 454,609	\$ 1,951,608
August	1,547,294	69,994	1,617,288	69,747	1,687,035	1,543,578	454,216	1,997,794
September	1,404,455	65,376	1,469,831	65,237	1,535,068	1,401,639	440,574	1,842,213
October	1,476,992	68,612	1,545,604	57,786	1,603,390	1,471,459	464,478	1,935,937
November	1,368,782	53,368	1,422,150	55,643	1,477,793	1,367,397	362,739	1,730,136
December	1,423,135	50,346	1,473,481	60,992	1,534,473	1,416,206	348,268	1,764,474
January	1,377,999	48,825	1,426,824	56,304	1,483,128	1,374,283	330,227	1,704,510
February	1,309,293	46,357	1,355,650	63,822	1,419,472	1,312,193	310,783	1,622,976
March	1,481,445	61,060	1,542,505	56,257	1,598,762	1,482,100	411,944	1,894,044
April	1,432,340	60,905	1,493,245	80,709	1,573,954	1,428,157	406,537	1,834,694
May	1,477,742	62,441	1,540,183	56,108	1,596,291	1,470,152	410,173	1,880,325
June	1,461,823	68,916	1,530,739	78,347	1,609,086	1,459,887	451,782	1,911,669
<b>TOTAL</b>	<b>17,261,176</b>	<b>726,462</b>	<b>17,987,638</b>	<b>787,593</b>	<b>18,775,231</b>	<b>\$17,224,050</b>	<b>\$4,846,330</b>	<b>\$22,070,380</b>

**OTHER REVENUES \$292,488****TOTAL BASE TOLL REVENUES FOR FY 2003-04 \$22,362,868****CARQUINEZ BRIDGE**

	VEHICLE CROSSINGS (IN TOLL DIRECTION ONLY)					BASE TOLL REVENUES COLLECTED		
	2 Axles	3 or More Axles	Total Toll-Paid Vehicles	Toll-Free Vehicles	Total Vehicles	2 Axles	3 or More Axles	Total Revenues
July	1,854,625	84,400	1,939,025	151,435	2,090,460	\$ 1,846,940	\$ 592,662	\$ 2,439,602
August	1,932,870	84,218	2,017,088	131,078	2,148,166	1,927,627	586,810	2,514,437
September	1,715,389	80,840	1,796,229	131,233	1,927,462	1,719,372	575,883	2,295,255
October	1,787,370	85,670	1,873,040	119,612	1,992,652	1,769,656	610,901	2,380,557
November	1,690,930	69,545	1,760,475	108,382	1,868,857	1,686,960	497,514	2,184,474
December	1,700,793	70,306	1,771,099	118,153	1,889,252	1,697,739	506,627	2,204,366
January	1,698,800	68,102	1,766,902	117,348	1,884,250	1,687,935	481,078	2,169,013
February	1,588,611	65,156	1,653,767	135,241	1,789,008	1,584,967	467,047	2,052,014
March	1,786,721	81,106	1,867,827	116,601	1,984,428	1,782,961	575,760	2,358,721
April	1,751,115	79,704	1,830,819	132,386	1,963,205	1,746,058	569,683	2,315,741
May	1,812,172	77,830	1,890,002	138,147	2,028,149	1,807,174	550,233	2,357,407
June	1,802,853	84,815	1,887,668	156,593	2,044,261	1,790,800	602,821	2,393,621
<b>TOTAL</b>	<b>21,122,249</b>	<b>931,692</b>	<b>22,053,941</b>	<b>1,556,209</b>	<b>23,610,150</b>	<b>\$21,048,189</b>	<b>\$6,617,019</b>	<b>\$27,665,208</b>

**OTHER REVENUES \$348,252****TOTAL BASE TOLL REVENUES FOR FY 2003-04 \$28,013,460**

## APPENDIX D

### TABLES OF VEHICLE CROSSINGS AND TOLL REVENUE BY MONTH, FY 2003–04 (CONTINUED)

#### DUMBARTON BRIDGE

	VEHICLE CROSSINGS (IN TOLL DIRECTION ONLY)					BASE TOLL REVENUES COLLECTED		
	2 Axles	3 or More Axles	Total Toll-Paid Vehicles	Toll-Free Vehicles	Total Vehicles	2 Axles	3 or More Axles	Total Revenues
July	824,169	13,538	837,707	111,295	949,002	\$ 829,062	\$ 86,429	\$ 915,491
August	836,622	14,200	850,822	98,636	949,458	838,567	93,651	932,218
September	816,114	13,974	830,088	103,699	933,787	810,420	91,779	902,199
October	861,003	14,304	875,307	106,277	981,584	868,646	93,146	961,792
November	773,156	11,383	784,539	87,745	872,284	776,957	73,663	850,620
December	781,941	10,835	792,776	93,269	886,045	780,583	70,446	851,029
January	797,921	12,137	810,058	95,332	905,390	802,667	75,261	877,928
February	767,374	9,691	777,065	93,858	870,923	768,025	60,838	828,863
March	865,328	13,918	879,246	105,154	984,400	873,903	87,695	961,598
April	829,222	13,088	842,310	104,668	946,978	827,844	84,317	912,161
May	831,745	13,214	844,959	92,326	937,285	836,806	85,380	922,186
June	836,899	14,844	851,743	113,720	965,463	836,835	96,938	933,773
<b>TOTAL</b>	<b>9,821,494</b>	<b>155,126</b>	<b>9,976,620</b>	<b>1,205,979</b>	<b>11,182,599</b>	<b>\$9,850,315</b>	<b>\$999,543</b>	<b>\$10,849,858</b>

**OTHER REVENUES \$140,285**

**TOTAL BASE TOLL REVENUES FOR FY 2003–04 \$10,990,143**

#### RICHMOND-SAN RAFAEL BRIDGE

	VEHICLE CROSSINGS (IN TOLL DIRECTION ONLY)					BASE TOLL REVENUES COLLECTED		
	2 Axles	3 or More Axles	Total Toll-Paid Vehicles	Toll-Free Vehicles	Total Vehicles	2 Axles	3 or More Axles	Total Revenues
July	1,064,266	36,748	1,101,014	58,038	1,159,052	\$ 1,061,397	\$ 246,135	\$ 1,307,532
August	1,095,792	37,705	1,133,497	44,549	1,178,046	1,094,640	252,375	1,347,015
September	1,007,397	37,987	1,045,384	51,482	1,096,866	1,006,469	261,180	1,267,649
October	1,038,080	40,080	1,078,160	54,352	1,132,512	1,035,249	277,138	1,312,387
November	948,867	32,137	981,004	37,199	1,018,203	944,889	221,226	1,166,115
December	956,039	31,599	987,638	44,419	1,032,057	955,220	218,516	1,173,736
January	947,305	30,785	978,090	42,918	1,021,008	937,692	205,260	1,142,952
February	895,409	28,160	923,569	54,941	978,510	896,035	190,957	1,086,992
March	1,025,636	36,924	1,062,560	48,658	1,111,218	1,013,015	254,720	1,267,735
April	980,859	35,458	1,016,317	69,479	1,085,796	976,954	242,813	1,219,767
May	1,009,567	35,143	1,044,710	63,245	1,107,955	1,004,962	239,300	1,244,262
June	1,006,616	40,260	1,046,876	68,515	1,115,391	1,002,937	274,443	1,277,380
<b>TOTAL</b>	<b>11,975,833</b>	<b>422,986</b>	<b>12,398,819</b>	<b>637,795</b>	<b>13,036,614</b>	<b>\$11,929,459</b>	<b>\$2,884,063</b>	<b>\$14,813,522</b>

**OTHER REVENUES \$217,703**

**TOTAL BASE TOLL REVENUES FOR FY 2003–04 \$15,031,225**

**SAN FRANCISCO-OAKLAND BAY BRIDGE**

	VEHICLE CROSSINGS (IN TOLL DIRECTION ONLY)					BASE TOLL REVENUES COLLECTED		
	2 Axles	3 or More Axles	Total Toll-Paid Vehicles	Toll-Free Vehicles	Total Vehicles	2 Axles	3 or More Axles	Total Revenues
July	3,828,216	56,541	3,884,757	405,742	4,290,499	\$ 3,820,833	\$ 376,197	\$ 4,197,030
August	3,912,084	56,862	3,968,946	373,796	4,342,742	3,909,041	377,786	4,286,827
September	3,636,713	56,353	3,693,066	392,643	4,085,709	3,651,912	378,284	4,030,196
October	3,756,055	60,663	3,816,718	395,179	4,211,897	3,738,859	406,586	4,145,445
November	3,564,780	50,207	3,614,987	329,690	3,944,677	3,568,156	339,663	3,907,819
December	3,596,506	51,707	3,648,213	347,526	3,995,739	3,585,921	350,351	3,936,272
January	3,582,867	50,813	3,633,680	344,539	3,978,219	3,578,622	342,701	3,921,323
February	3,389,432	49,185	3,438,617	352,536	3,791,153	3,385,459	318,818	3,704,277
March	3,726,840	58,630	3,785,470	407,066	4,192,536	3,736,643	384,453	4,121,096
April	3,608,096	55,894	3,663,990	370,522	4,034,512	3,606,647	375,686	3,982,333
May	3,735,645	53,878	3,789,523	386,972	4,176,495	3,726,219	364,103	4,090,322
June	3,649,485	58,935	3,708,420	428,632	4,137,052	3,636,811	399,936	4,036,747
<b>TOTAL</b>	<b>43,986,719</b>	<b>659,668</b>	<b>44,646,387</b>	<b>4,534,843</b>	<b>49,181,230</b>	<b>\$43,945,123</b>	<b>\$4,414,564</b>	<b>\$48,359,687</b>

**OTHER REVENUES \$648,329****TOTAL BASE TOLL REVENUES FOR FY 2003-04 \$49,008,016****SAN MATEO-HAYWARD BRIDGE**

	VEHICLE CROSSINGS (IN TOLL DIRECTION ONLY)					BASE TOLL REVENUES COLLECTED		
	2 Axles	3 or More Axles	Total Toll-Paid Vehicles	Toll-Free Vehicles	Total Vehicles	2 Axles	3 or More Axles	Total Revenues
July	1,245,998	38,052	1,284,050	138,072	1,422,122	\$ 1,248,141	\$ 248,568	\$ 1,496,709
August	1,282,000	38,306	1,320,306	125,036	1,445,342	1,301,134	249,493	1,550,627
September	1,225,545	39,153	1,264,698	126,857	1,391,555	1,237,251	258,960	1,496,211
October	1,288,920	40,218	1,329,138	128,948	1,458,086	1,304,614	266,435	1,571,049
November	1,165,037	32,345	1,197,382	109,080	1,306,462	1,164,507	215,167	1,379,674
December	1,181,015	31,540	1,212,555	120,217	1,332,772	1,189,496	209,140	1,398,636
January	1,179,419	31,623	1,211,042	116,339	1,327,381	1,191,419	205,350	1,396,769
February	1,128,255	29,892	1,158,147	116,028	1,274,175	1,135,977	193,863	1,329,840
March	1,285,026	37,841	1,322,867	128,062	1,450,929	1,294,988	247,001	1,541,989
April	1,261,486	37,093	1,298,579	133,068	1,431,647	1,273,665	244,174	1,517,839
May	1,260,881	38,372	1,299,253	128,591	1,427,844	1,261,976	256,450	1,518,426
June	1,254,472	49,007	1,303,479	145,176	1,448,655	1,261,344	339,485	1,600,829
<b>TOTAL</b>	<b>14,758,054</b>	<b>443,442</b>	<b>15,201,496</b>	<b>1,515,474</b>	<b>16,716,970</b>	<b>\$14,864,512</b>	<b>\$2,934,086</b>	<b>\$17,798,598</b>

**OTHER REVENUES \$229,678****TOTAL BASE TOLL REVENUES FOR FY 2003-04 \$18,028,276**

## APPENDIX E

### REGIONAL MEASURE 2: REGIONAL TRAFFIC RELIEF PLAN LIST OF PROJECTS AND ALLOCATIONS

Description	Legislated Funding	Allocations to Date*
<b>REGIONWIDE IMPROVEMENTS</b>		
New Transbay Terminal/Downtown Caltrain Extension in San Francisco	\$ 150,000,000	\$ 31,620,000
BART Tube Seismic Strengthening	143,000,000	11,000,000
Safe Routes to Transit (Pedestrian and Bicycle Access)	22,500,000	750,000
TransLink® Transit Fare Smart Card Integration	22,000,000	9,680,000
plus \$20 million over three years in operating funds		—
Real-Time Transit Information	20,000,000	—
Regional Rail Master Plan	6,500,000	5,500,000
Promotion of Commuter Benefits for Transit Users	5,000,000	—
Integrated Transit Fare Program to Develop Zonal Monthly Pass	1,500,000	—
<b>NEW MASS TRANSIT OPTIONS IN BRIDGE CORRIDORS</b>		
BART Oakland Airport Connector	30,000,000	—
Alameda-Contra Costa Transit District (AC Transit) Rapid Bus	65,000,000	8,950,000
plus \$3 million annually to operate the service		—
Regional Ferry System Expansion	36,000,000	—
plus \$15.4 million annually to operate the service		3,000,000
Owl Bus Service in BART Corridor	N/A	—
\$1.8 million annually to operate the service		—
San Francisco Municipal Railway (Muni) Metro East Third Street	30,000,000	30,000,000
plus \$2.5 million annually to operate the service		—
Muni Waterfront Historic Street Car Expansion	10,000,000	5,710,000
Amtrak "Capitol Corridor" Improvements in Interstate 80/Interstate 680 Corridor	25,000,000	—
Sonoma-Marin Area Rail Transit District (SMART) Extension to Ferry Service at Larkspur Landing or San Quentin	35,000,000	—
Regional Express Bus North	20,000,000	—
plus \$5.9 million annually to operate the service		2,100,000
Regional Express Bus South	22,000,000	8,425,000
plus \$6.5 million annually to operate the service		—
Dumbarton Rail Bridge New Commuter Service	135,000,000	2,887,000
plus \$5.5 million annually to operate the new service		—
Commuter Rail Extension to East Contra Costa County (e-BART)	96,000,000	—
BART Extension to Warm Springs	95,000,000	16,000,000
Interstate 580 Rapid Transit Corridor Improvements	65,000,000	6,000,000

\* Allocations to date as of December 2004.

Description	Legislated Funding	Allocations to Date*
<b>CONGESTION RELIEF IN BRIDGE CORRIDORS</b>		
Caldecott Tunnel Fourth Bore	\$50,500,000	\$3,500,000
Interstate 80 Eastbound High-Occupancy-Vehicle (HOV) Lane Extension at Carquinez Bridge	50,000,000	—
Solano County Corridor Improvements Near the Interstate 80/Interstate 680 Interchange	100,000,000	—
Interstate 680 HOV Lane Improvement	15,000,000	—
Completion of new Benicia-Martinez Bridge	50,000,000	—
U.S. 101 Greenbrae Interchange/Larkspur Ferry Access Improvements	65,000,000	3,533,000
Interstate 880 North Safety Improvements	10,000,000	1,100,000
<b>SEAMLESS MASS TRANSIT CONNECTIONS</b>		
Central Contra Costa BART Crossover Track	25,000,000	1,000,000
San Francisco Downtown Ferry Terminal Environmental Review and Spare Vessels	48,000,000	7,000,000
Solano County Express Bus Intermodal Facilities	20,000,000	—
Richmond Parkway Park-and-Ride Facility	16,000,000	500,000
Vallejo Intermodal Station	28,000,000	—
BART/Muni Connection at Downtown San Francisco Stations	3,000,000	—
<b>TOTAL CAPITAL FUNDS</b>	<b>\$1.515 BIL.</b>	<b>\$153,155,000</b>
<b>ANNUAL OPERATING FUNDS, OVER 35 YEARS<sup>1</sup></b>	<b>\$1.632 BIL.</b>	<b>\$5,100,000</b>

\* Allocations to date as of December 2004.

<sup>1</sup> The total for operating funds includes an escalation rate of 1.5 percent annually until 2016 for some projects.

## APPENDIX F

### BATA TOLL BRIDGE REHABILITATION PROGRAM

#### CUMULATIVE TOLL BRIDGE REHABILITATION PROJECT ALLOCATIONS THROUGH FY 2004–05

Description	Bridge	Expenditure Authorization Number	Capital Outlay Allocation*	Capital Outlay Support Allocation*	Total Allocation*
Upper Deck Replace Overlay & Expansion Joints	SFO	01051/01052	12,000,000	1,277,006	13,277,006
Lower Deck Replace Overlay & Expansion Joints	SFO	01052/01051	13,000,000	1,230,842	14,230,842
Upgrade Existing SCADA System	All	01090	3,750,000	3,501,200	7,251,200
Resurface Orthotropic Deck	SM-H	04100	—	288,600	288,600
Rehab Finger Expansion Joints	SM-H	04223	2,600,000	1,507,793	4,107,793
Replace Electrical Cable Hangers & Upgrade 12kV Electrical System	SM-H	04224	—	368,995	368,995
Seal Deck	ANT/B-M	04310	505,000	502,406	1,007,406
Deck c	B-M	04314/0060A	—	1,950,000	1,950,000
Upper Deck Repair Expansion Joints	SFO	04461/0435U	5,820,000	557,381	6,377,381
Replace Maintenance Travelers Scaffold	CAR	04711	3,664,000	1,480,013	5,144,013
Replace Timber Fenders at Piers W2-W6	SFO	04904	14,000,000	1,057,183	15,057,183
Replace Timber Fenders at Piers 19 & 20	SM-H	04905	2,399,000	1,024,143	3,423,143
Replace Timber Fenders at Piers 23 and 24	DUM	04906	900,000	545,549	1,445,549
Replace Timber Fenders at Piers 2, 3, 4	CAR	04907	4,910,000	1,115,477	6,025,477
Replace Timber Fenders at Piers 4-12	B-M	04908	5,243,000	1,131,754	6,374,754
Rehab Pier 3 Fender Structure Support System	CAR	0490A	2,067,000	758,569	2,825,569
Install Traffic Operation System (TOS) (Regional hubs, metering E&W side)	SM-H	15040	7,924,000	1,529,406	9,453,406
Install TOS KSOL Court Settlement	SBG	15058	500,000	979,275	1,479,275
Replace Electrical Lighting System on 1958 Bridge	CAR	01309	600,000	180,000	780,000
ATCAS Capital Replacement	All	ATCAS	150,000	—	150,000
ETC Regional CSC Development	All	ETC	5,400,000	500,000	5,900,000

**CUMULATIVE TOLL BRIDGE REHABILITATION PROJECT ALLOCATIONS THROUGH  
FY 2004–05 (CONTINUED)**

Description	Bridge	Expenditure Authorization Number	Capital Outlay Allocation*	Capital Outlay Support Allocation*	Total Allocation*
Caltrans ETC Transponder Procurement	All	CT ETC	2,700,000	—	2,700,000
BATA ETC Transponder Procurement	All	BATA ETC	1,350,000	—	1,350,000
Toll Bridge Call Box Replacement	All	SAFE	943,525	—	943,525
Transbay Transit Terminal Projects	TBT	Various	1,441,404	—	1,441,404
Minor Toll Plaza Projects		Various	1,240,249	660,685	1,900,934
Minor Bridge Rehabilitation Projects		Various	2,358,673	712,085	3,070,757
Completed Projects		Various	8,403,950	11,534,031	19,937,981
<b>TOTAL ALLOCATIONS</b>			<b>\$103,869,801</b>	<b>\$34,392,392</b>	<b>\$138,262,193</b>

Bridge Abbreviations: ANT - Antioch Bridge, BM - Benicia-Martinez Bridge, CAR - Carquinez Bridge, RSR - Richmond-San Rafael Bridge, DUM - Dumbarton Bridge, SFO - San Francisco-Oakland Bay Bridge, SMH - San Mateo-Hayward Bridge, TBT - Transbay Terminal, NBG - Northern Bridge Group, SBG - Southern Bridge Group, All - All state-owned toll bridges

Other Terms: ATCAS - Advanced Toll Collection and Accounting System; CSC - Customer Service Center; ETC - Electronic Toll Collection; SCADA - Supervisory Control and Data Acquisition; TOS - Traffic Operation System

Source: BATA Resolution No. 49, Revised — December 15, 2004.

\* Cumulative allocations through FY 2004–05 since FY 2000–01.

## APPENDIX G

**TABLE OF VEHICLE CROSSINGS BY VEHICLE AND PAYMENT TYPE, FY 2003–04**

Bridge	Payment Type	VEHICLE TYPE						Subtotal Toll-Paid Vehicles	Toll-Free Vehicles	Total Vehicles
		2 Axles	3 Axles	4 Axles	5 Axles	6 Axles	7 Axles or More			
Antioch	Cash	1,903,473	38,522	27,991	99,868	1,722	83	2,071,659	—	2,071,659
	FasTrak	372,627	5,572	3,593	24,108	71	1	405,972	—	405,972
	<b>SUBTOTAL</b>	<b>2,276,100</b>	<b>44,094</b>	<b>31,584</b>	<b>123,976</b>	<b>1,793</b>	<b>84</b>	<b>2,477,631</b>	<b>181,739</b>	<b>2,659,370</b>
Benicia-Martinez	Cash	13,228,646	120,502	106,518	382,969	9,914	855	13,849,404	—	13,849,404
	FasTrak	4,032,530	28,991	17,586	58,544	334	249	4,138,234	—	4,138,234
	<b>SUBTOTAL</b>	<b>17,261,176</b>	<b>149,493</b>	<b>124,104</b>	<b>441,513</b>	<b>10,248</b>	<b>1,104</b>	<b>17,987,638</b>	<b>787,593</b>	<b>18,775,231</b>
Carquinez	Cash	16,613,230	110,152	87,305	553,697	17,446	987	17,382,817	—	17,382,817
	FasTrak	4,509,019	32,693	24,865	103,068	1,085	394	4,671,124	—	4,671,124
	<b>SUBTOTAL</b>	<b>21,122,249</b>	<b>142,845</b>	<b>112,170</b>	<b>656,765</b>	<b>18,531</b>	<b>1,381</b>	<b>22,053,941</b>	<b>1,556,209</b>	<b>23,610,150</b>
Dumbarton	Cash	7,279,837	33,934	18,138	81,622	1,467	350	7,415,348	—	7,415,348
	FasTrak	2,541,657	8,243	2,191	8,962	142	77	2,561,272	—	2,561,272
	<b>SUBTOTAL</b>	<b>9,821,494</b>	<b>42,177</b>	<b>20,329</b>	<b>90,584</b>	<b>1,609</b>	<b>427</b>	<b>9,976,620</b>	<b>1,205,979</b>	<b>11,182,599</b>
Richmond-San Rafael	Cash	8,058,256	60,056	52,984	221,928	3,938	102	8,397,264	—	8,397,264
	FasTrak	3,917,577	20,453	9,173	53,959	329	64	4,001,555	—	4,001,555
	<b>SUBTOTAL</b>	<b>11,975,833</b>	<b>80,509</b>	<b>62,157</b>	<b>275,887</b>	<b>4,267</b>	<b>166</b>	<b>12,398,819</b>	<b>637,795</b>	<b>13,036,614</b>
San Francisco-Oakland Bay	Cash	34,030,374	111,386	69,457	333,230	6,907	624	34,551,978	—	34,551,978
	FasTrak	9,956,345	35,120	19,280	82,755	640	269	10,094,409	—	10,094,409
	<b>SUBTOTAL</b>	<b>43,986,719</b>	<b>146,506</b>	<b>88,737</b>	<b>415,985</b>	<b>7,547</b>	<b>893</b>	<b>44,646,387</b>	<b>4,534,843</b>	<b>49,181,230</b>
San Mateo-Hayward	Cash	11,353,026	83,366	59,528	226,593	4,014	310	11,726,837	—	11,726,837
	FasTrak	3,405,028	14,715	15,965	31,398	2,406	5,147	3,474,659	—	3,474,659
	<b>SUBTOTAL</b>	<b>14,758,054</b>	<b>98,081</b>	<b>75,493</b>	<b>257,991</b>	<b>6,420</b>	<b>5,457</b>	<b>15,201,496</b>	<b>1,515,474</b>	<b>16,716,970</b>
All Bridges	<b>TOTAL CASH</b>	<b>92,466,842</b>	<b>557,918</b>	<b>421,921</b>	<b>1,899,907</b>	<b>45,408</b>	<b>3,311</b>	<b>95,395,307</b>	<b>—</b>	<b>95,395,307</b>
	<b>TOTAL FasTrak</b>	<b>28,734,783</b>	<b>145,787</b>	<b>92,653</b>	<b>362,794</b>	<b>5,007</b>	<b>6,201</b>	<b>29,347,225</b>	<b>—</b>	<b>29,347,225</b>
	<b>TOTAL</b>	<b>121,201,625</b>	<b>703,705</b>	<b>514,574</b>	<b>2,262,701</b>	<b>50,415</b>	<b>9,512</b>	<b>124,742,532</b>	<b>10,419,632</b>	<b>135,162,164</b>

## TABLE OF HISTORIC TRANSIT ALLOCATIONS

### A) AB 664 NET TOLL REVENUE RESERVES, FY 1995–96 TO 2004–05

ALLOCATIONS	Actual FY 1995–96	Actual FY 1996–97	Actual FY 1997–98	Actual FY 1998–99	Actual FY 1999–00	Actual FY 2000–01	Actual FY 2001–02	Actual FY 2002–03	Actual FY 2003–04	Programmed FY 2004–05	TOTAL FY 96–05
AC Transit (expirations)	\$10,295,307				\$ 4,529,661	\$10,967,240	\$ 852,612 (21,250)	\$ 3,471,708 (303,778)	\$4,445,583	\$5,636,199	\$40,198,310 (325,028)
City of Alameda (expirations)						48,729	(6,757)				48,729 (6,757)
BART (expirations)		\$12,000,000	\$ 4,000,000	\$4,000,000 (1,769,171)	8,725,550	1,966,909	3,755,620	1,824,024 (1,277,692)	9,119,054	2,086,422	47,477,579 (3,046,863)
BATA					1,875,000						1,875,000
Caltrain									643,068	714,168	1,357,236
CCCTA (expirations)	652,903	644,068	571,640	925,748	819,676	1,510,284	55,750 (45,023)	145,000 (20,750)	1,045,717 (577,739)	243,613	6,614,399 (643,512)
DB Consortium						30,000					30,000
LAVTA (expirations)	408,258						(12,093)	2,587,590	294,508	283,705	3,574,061 (12,093)
Muni (expirations)	4,537,807	2,142,457	6,975,727	5,357,090		6,105,790	2,511,965 (61,271)	4,138,431	3,872,441	2,945,658	38,587,366 (61,271)
SamTrans (expirations)				51,130 (263,052)		220,720	1,920,175	860,537	464,148	612,534	4,129,244 (263,052)
Tri Delta Transit										291,921	291,921
Union City Transit						67,311	71,904		59,452		198,667
Vallejo Transit						89,362	1,675,000		1,106,341	28,374	2,899,077
WestCAT (expirations)		135,558			504,567	58,420	269,347	120,000 (40,897)	148,812	17,965	1,254,669 (40,897)
Other/Admin.	5,258	92,313	34,362								131,933
<b>TOTAL</b>	<b>\$15,899,533</b>	<b>\$15,014,396</b>	<b>\$11,581,729</b>	<b>\$8,301,745</b>	<b>\$16,454,454</b>	<b>\$21,000,892</b>	<b>\$11,009,102</b>	<b>\$10,947,184</b>	<b>\$21,199,123</b>	<b>\$12,860,559</b>	<b>\$144,268,718</b>

Abbreviations: BART – Bay Area Rapid Transit District, CCCTA – Central Contra Costa Transit Authority, DB – Dumbarton Bridge, LAVTA – Livermore/Amador Valley Transit Authority, Muni – San Francisco Municipal Railway, SamTrans – San Mateo County Transit District, Tri Delta Transit – Eastern Contra Costa County Transit Authority, WestCAT – Western Contra Costa County Transit Authority

## TABLE OF HISTORIC TRANSIT ALLOCATIONS (CONTINUED)

### B) FIVE PERCENT UNRESTRICTED STATE FUND RESERVES AND TWO PERCENT BRIDGE REVENUE RESERVES (FORMERLY THE FIVE PERCENT BRIDGE TOLL REVENUE RESERVES)

ALLOCATIONS	Actual FY 1995-96	Actual FY 1996-97	Actual FY 1997-98	Actual FY 1998-99	Actual FY 1999-00	Actual FY 2000-01	Actual FY 2001-02	Actual FY 2002-03	Actual FY 2003-04	Programmed FY 2004-05	TOTAL FY 1996-2005
<b>NORTHERN BAY AREA</b>											
ABAG	\$ 9,234	\$19,178	\$70,000	\$45,000	\$76,783	\$76,000	\$70,000	\$70,000	\$70,000	70,000	\$576,195
Port of San Francisco				25,000							25,000
City of Benicia	145,000	60,000	71,100	25,000							301,100
City of Martinez						25,000					25,000
City of Vallejo	664,512	647,903	659,000	1,489,903	1,229,010	1,832,648	2,138,162	2,250,148	2,526,147	2,021,463	15,458,896
GGBH&TD							100,000				100,000
Muni						700,000					700,000
<b>SOUTHERN BAY AREA</b>											
ABAG	\$130,766	\$120,822	\$70,000	\$95,000	\$63,217	\$64,000	\$70,000	\$70,000	\$70,000	70,000	\$823,805
AC Transit			9,000								9,000
Port of San Francisco				25,000	40,000						65,000
City of Alameda	459,920	432,420	541,770	1,097,355	928,950	1,185,700	1,697,852	1,841,869	1,506,270 (205,805)	1,958,164	11,650,270 (205,805)
City of Oakland	69,473										69,473
Muni						700,000					700,000
<b>TOTAL</b>	<b>\$1,478,905</b>	<b>\$1,280,323</b>	<b>\$1,420,870</b>	<b>\$2,802,258</b>	<b>\$2,362,960</b>	<b>\$4,558,348</b>	<b>\$4,076,014</b>	<b>\$4,232,017</b>	<b>\$3,966,612</b>	<b>\$4,119,267</b>	<b>\$30,297,934</b>
<b>Northern</b>	<b>\$818,746</b>	<b>\$727,081</b>	<b>\$800,100</b>	<b>\$1,584,903</b>	<b>\$1,330,793</b>	<b>\$2,608,648</b>	<b>\$2,308,162</b>	<b>\$2,320,148</b>	<b>\$2,596,147</b>	<b>\$2,091,463</b>	<b>\$17,186,191</b>
<b>Southern</b>	<b>\$660,159</b>	<b>\$553,242</b>	<b>\$620,770</b>	<b>\$1,217,355</b>	<b>\$1,032,167</b>	<b>\$1,949,700</b>	<b>\$1,767,852</b>	<b>\$1,911,869</b>	<b>\$1,370,465</b>	<b>\$2,028,164</b>	<b>\$13,111,743</b>

Abbreviations: ABAG – Association of Bay Area Governments, GGBH&TD – Golden Gate Bridge, Highway and Transportation District, Muni – San Francisco Municipal Railway

# TABLE OF HISTORIC TRANSIT ALLOCATIONS

(CONTINUED)

## C) REGIONAL MEASURE 1 RAIL EXTENSION RESERVES

ALLOCATIONS	Actual FY 1995-96	Actual FY 1996-97	Actual FY 1997-98	Actual FY 1998-99	Actual FY 1999-00	Actual FY 2000-01	Actual FY 2001-02	Actual FY 2002-03	Actual FY 2003-04	Programmed FY 2004-05	TOTAL FY 1996-2005
<b>EAST BAY RAIL EXTENSION</b>											
BART East Bay Extensions (rescissions)	\$7,500,000	\$17,947,935		\$ (4,000,000)							\$ 25,447,935 (4,000,000)
Loan to BART- SFO Project					\$25,000,000	\$10,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	63,000,000
<b>WEST BAY RAIL EXTENSION</b>											
F-Embarcadero Extension		5,811,061	\$ 175,000		675,000			2,650,000			9,311,061
BART-SFO Extension	1,000,000		3,375,000	3,000,000	2,625,000		3,000,000	3,000,000	3,000,000	3,000,000	22,000,000
<b>TOTAL</b>	<b>\$8,500,000</b>	<b>\$23,758,996</b>	<b>\$3,550,000</b>	<b>\$ (1,000,000)</b>	<b>\$28,300,000</b>	<b>\$10,000,000</b>	<b>\$10,000,000</b>	<b>\$12,650,000</b>	<b>\$10,000,000</b>	<b>\$10,000,000</b>	<b>\$115,758,996</b>
East Bay	\$7,500,000	\$17,947,935	\$0	\$ (4,000,000)	\$25,000,000	\$10,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$84,447,935
West Bay	\$1,000,000	\$5,811,061	\$3,550,000	\$3,000,000	\$3,300,000	\$0	\$3,000,000	\$5,650,000	\$3,000,000	\$3,000,000	\$31,311,061

## NOTES



## NOTES

# METROPOLITAN TRANSPORTATION COMMISSION/ BAY AREA TOLL AUTHORITY

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except where noted***



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